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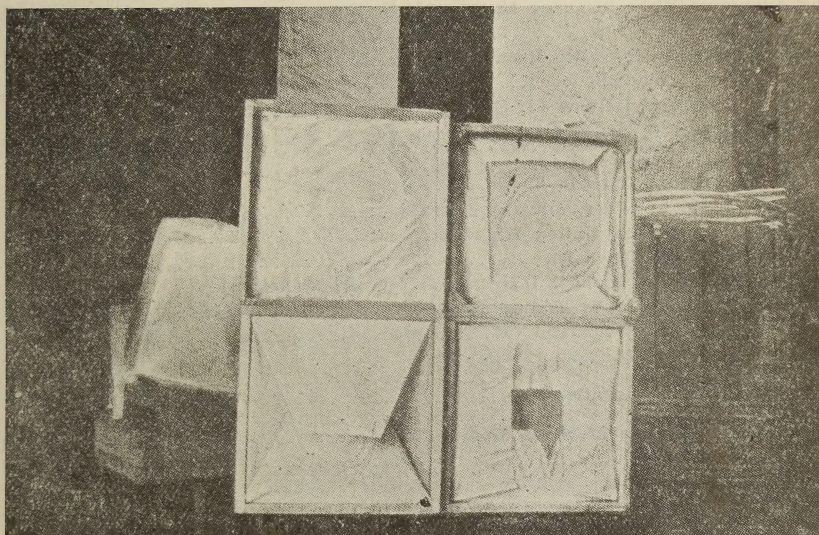
DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

Vol. 20 (Jan. - June 1919).

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Fresh butter packed for the British market.

Four pyramids turned over to show finish of tops. The lower one on the left has a neat finish; the others show a slovenly make up. (See p. 13.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, January 6, 1919.

No. 780

BRITISH GOVERNMENT NOTICES AFFECTING TRADE.

Relaxation of British Export and Import Prohibitions.

The Board of Trade of the United Kingdom announce that the following relaxation of the existing prohibitions of export and import will be brought into force as from Friday, December 20. Further relaxations will be announced in subsequent issues of the *Journal*:—

A. EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on list A are prohibited to all destinations, and goods on list B to all destinations outside the British Empire, while goods on list C are prohibited only to countries neighbouring enemy countries.

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

NOTE.—Attention is called to the fact that by the proclamation of October 1, 1918, *all goods*, whether mentioned by name or not (except printed matter and accompanied personal effects), are prohibited on list C.

Headings to be transferred from one List to another.

Heading.	From.	To.
Bicycles, component parts of	A	C
Binnacles	A	C
Castings, malleable hæmatite iron	A	C
Compasses for ships and component parts thereof	A	C
Corks, crown	B	C
Cotton, manufactures of, the following:—		
Cotton, yarn made from or containing Sea Island cotton whether grown in the United States or the West Indies	A	C
Typewriter cloth and fine cotton cambrics, in the grey, from 40 to 50 inches wide and weighing from 1½ ounces to 4 ounces per square yard	A	C
Fenugreek seed	A	C
Glass for optical instruments	A	C
Grindstones	A	C
Guts other than silkworm gut	A	C
Iron and iron articles containing chrome, cobalt, molybdenum, nickel, tungsten or vanadium	A	C
Nautical instruments and their component parts	A	C
Ochres and mixtures containing ochres	A	C
Plumbago	B	C
Rugs manufactured wholly or partly of wool or hair	B	C
Siennas and mixtures containing siennas	A	C
Telescopes and their component parts	A	C
Thermometers, clinical	A	C
Umbers and mixtures containing umbers	A	C

Chemicals.

Iron oxides of, and mixtures containing iron oxides	A	C
Lactic acid	A	B
Magnesium chloride and sulphate and mixtures containing magnesium chloride or sulphate	B	C

Headings Altered.

DELETE.

SUBSTITUTE.

- | | |
|---|---|
| <p>(A) Albumen.</p> <p>(A) Barium sulphate and mixtures containing barium sulphate.</p> <p>(A) Casings.</p> <p>(A) Coal tar, all products obtainable from, and derivatives thereof (except solvent naphtha) suitable for use in the manufacture of dyes and explosives, whether obtained from coal tar or other sources, and mixtures and preparations containing such products or derivatives.</p> <p>(A) Cocoa, raw, and manufactures thereof.</p> <p>(A) Gums not otherwise specifically prohibited.*</p> <p>(A) Molasses and articles, mixtures and preparations containing molasses.</p> <p>(A) Nails manufactured from iron or steel wire.</p> <p>(A) Nails, wrought and cut, iron or steel.</p> <p>(A) Pickles.</p> <p>(A) Vegetables of all kinds, whether fresh, dried, preserved, canned or bottled.</p> <p>(A) Wire manufactured of copper or its alloys.</p> <p>(B) Cables, insulated.</p> <p>(B) Wires, insulated.</p> | <p>(A) Albumen other than blood albumen.</p> <p>(C) Blood albumen.</p> <p>(A) Barium sulphate.</p> <p>(C) Mixtures containing barium sulphate.</p> <p>(A) Hog casings.</p> <p>(C) Casings other than hog casings.</p> <p>(A) Coal tar, all products obtainable from and derivatives thereof (except solvent naphtha, cresylic acid and mixtures containing cresylic acid) suitable for use in the manufacture of dyes and explosives, whether obtained from coal tar or other sources, and mixtures and preparations containing such products or derivatives.</p> <p>(C) Cresylic acid and mixtures containing cresylic acid.</p> <p>(A) Cocoa, raw, and manufactures thereof except cocoa butter.</p> <p>(B) Cocoa butter.</p> <p>(A) Gum arabic.</p> <p>(A) Gum tragacanth.</p> <p>(C) Gums not otherwise prohibited.</p> <p>(A) Molasses and feeding-stuffs containing molasses.</p> <p>(C) Articles, mixtures and preparations containing molasses not otherwise prohibited.</p> <p>(A) Horse-shoe nails.</p> <p>(C) Nails not otherwise prohibited.</p> <p>(A) Pickled onions and pickled walnuts, bottled separately.</p> <p>(A) Vegetables, fresh of all kinds.</p> <p>(B) Vegetables, dried, preserved, canned or bottled, except pickles.</p> <p>(C) Pickles not otherwise specifically prohibited.</p> <p>(A) Wires and cables manufactured of copper or its alloys except armoured cable.</p> <p>(B) Armoured cable.</p> <p>(C) Insulated wires and cables not otherwise prohibited.</p> |
|---|---|

* Many commodities which are commonly styled gums in trade circles are prohibited under the heading Resins, etc.

B. IMPORT PROHIBITIONS.

A general license has been issued to permit of the import of any quantity of the following articles. The license will be valid until March 1, 1919:—

Gum copal.

Gum kauri.

The general license above referred to does not for the present relieve importers from the necessity for procuring a "permit to purchase" if the goods are imported from the United States. A further intimation in regard to this requirement will be made as soon as possible.

CHANGE IN SAILING DATES OF ROYAL MAIL STEAM PACKET BOATS BETWEEN CANADA AND THE BRITISH WEST INDIES.

The Royal Mail Steam Packet Company, Halifax office, report that they received a cablegram from London, on December 23, stating that the *Chaudiere's* repairs had delayed her sailing from England until the 28th December, and therefore they were sending her direct to Trinidad and Demerara so as to load for the sailing fixed for January 30 northbound. Consequently there will be no sailing on January 10 from St. John by the *Chaudiere* as previously announced. The *Caraquet* will leave St. John southbound, without calling at Halifax about the 20th or 24th January.

UNITED STATES WAR MEASURES AFFECTING CANADA.

Restricted Imports—Modifications.

The United States War Trade Board announces in a new ruling (W.T.B.R. 458) that the following items have been removed from lists of restricted imports No. 1 and No. 2. Licenses may now be issued, when the applications are otherwise in order, for their importation when shipped from any primary or overseas market on or after December 24, 1918.

LIST No. 1.

1. Agricultural implements.
3. Art works.
5. Beads and ornaments.
7. Manufactures of bone and horn.
12. All acids.
13. Muriate of ammonia.
15. Fusel oil or amylic alcohol.
16. Citrate of lime.
17. All salts of soda.
18. Sumac, ground or unground.
19. Chicory root, raw or roasted.
20. Clocks and watches and parts thereof.
21. Cocoa and chocolate, prepared or manufactured.
23. Cryolite.
24. Dials.
25. Dice, draughts, chessmen, billiard balls, poker chips.
27. Electric lamps.
30. Manure salts.
32. Fish hooks, rods and reels, artificial bait.
33. Fluorspar.
34. All fruits.
36. Gelatine, and manufactures thereof.
37. Gold and silver manufactures, including jewelry.
38. Sulphur oil or olive foots.
39. Grease.
40. Hay.
42. Hops.
43. Infusorial and diatomaceous earth and Tripoli.
44. Mantles for gas burners.
47. Meerschaum, crude and manufactured.

48. Musical instruments and parts thereof.
49. Nickel.
52. All expressed vegetable oils.
53. Lemon oil.
54. Non-mineral paints and varnishes.
55. Pencils and pencil leads.
56. Penholders and pens.
57. Perfumery, cosmetics, and toilet preparations.
58. Phonographs, gramophones, graphophones, and parts thereof.
60. Pipes and smoker's articles.
62. Plates, electrotpe, stereotype, and lithographic; engraved.
65. Rennets.
66. Artificial silks and manufactures thereof.
67. Soap.
68. Malt liquors.
69. Wines.
70. Other beverages.
71. Candy and confectionery.
72. Tar and pitch of wood.
73. Toys.
74. Umbrellas, parasols, sunshades, and sticks for.
75. } All vegetables, either in their natural
76. } state, or prepared or preserved.
77. }
78. Vinegar.
79. Whalebone, unmanufactured.
81. Manufactures of hair of camel, goat, and alpaca
82. Zinc.

LIST No. 2.

112. Cyanide of soda.
113. Cheese.

MODIFICATION OF UNITED STATES IMPORT RESTRICTIONS ON COPPER ORE.

The United States War Trade Board announce that the regulations governing the importation of copper ore and copper concentrates, announced in United States W.T.B.R. 249, October 4, 1918, have been modified and that henceforth they will consider applications for license to import copper ore and copper concentrates as follows:—

1. For copper ore originating in and coming from Korea, Newfoundland, the West Indies, France, England, the West Coast of South America, Cuba, Canada, and Mexico, irrespective of the content of copper.

2. For copper ore originating in or coming from Spain only when containing more than 2 per cent of copper.

3. For copper concentrates from Cuba, Canada, and Mexico, irrespective of the content of copper.

4. For copper concentrates from any non-enemy country, other than Cuba, Canada, and Mexico, only when containing 50 per cent or over of copper.

There is no restriction upon the importation of copper matte or blister copper.

UNITED STATES IMPORT RESTRICTIONS ON DYEWOODS AND OTHER NATURAL DYESTUFFS
REMOVED.

The United States War Trade Board announces in a new ruling (W.T.B.R. 448) that applications for licenses to import dyewoods and other natural dyestuffs, including logwood, fustic, gambier, cutch, nut galls, and mangrove bark extract, will now be considered.

The War Trade Board further announces that the restrictions upon the importation of sumac, ground or unground, under item 18 of list of restricted imports No. 1, and synthetic indigo under item 137, list of restricted imports No. 2, are removed.

Restricted Exports—Modifications.

EXPORT CONSERVATION LIST.

(Articles preceded by a star (*) do not require an individual license when shipped to Canada or Newfoundland.)

The United States War Trade Board herewith present the United States export conservation list of December 24, 1918, containing certain modifications and superseding all previous export conservations lists. The list as amended will become effective December 24, 1918.

The notations X-1, X-2, etc., indicate the supplementary information forms to be used in addition to form X when making applications for license to ship the respective commodities.

Commodities not contained in the export conservation list may be shipped to the United Kingdom, France, Italy, or Japan, their colonies, possessions, or protectorates, at present without individual export licenses. A special export license number RAC-63 has been issued to the Customs Division of the Treasury Department authorizing collectors of customs to allow such shipments to be exported without individual export licenses, provided each shipment is accompanied by shipper's export declaration (Customs Cat. 7525-W.T.B.-105) in quadruplicate.

Commodities not contained in the export conservation list (and such commodities on this list as are preceded by a star) may be shipped to Canada and Newfoundland at present without individual export licenses. The special export license RAC-8 has been issued to the Customs Division of the Treasury Department authorizing collectors of customs to allow such shipments to be exported without individual export licenses, provided each shipment is accompanied by shipper's export declaration (Customs Cat. 7525-W.T.B.-105) in quadruplicate.

The attention of shippers is called to the fact that copies of the shipper's export declaration (Customs Cat. 7525-W.T.B.-105) are procurable from the Customs Division of the United States Treasury Department or from the United States customs authorities in the various cities.

Export Conservation List, December 24, 1918.

(* Individual licenses not required to Canada and Newfoundland.)

A.	B.
Ammunition, X-2: Cartridges and shells, loaded and unloaded, X-2. Shot, in bulk, X-2. Shotgun shells, X-2. Apples, dried, X-1. Arms, X-2. (See also Firearms.) Arsenate of lead. Arsenate of soda. Arsenic and compounds thereof. Arsenite of soda. Ash wood, X-2. (See Wood.)	Backs, fat, X-1. Bacon, X-1. Baggings, vegetable fibre, except cotton, bagging, X-2. Bags, as follows: Jute, X-2. Balata. Bark, cinchona, and products. Barley. Barley flour. Barley meal. Bean meal, soya, X-1. Bean oil, soya, X-1.

Export Conservation List, December 4, 1918.—Continued.

Beans, as follows:

Coloured (not including castor, vanilla, and like varieties of beans), X-1.

Soya, X-1.

White, including lima and navy, X-1.

Beef products, as follows:

Beef loaf, X-1.

Canned, X-1.

Corned beef hash, canned, X-1.

Dried, X-1.

Drippings, X-1.

Fresh or frozen beef, X-1.

Ox tongues, X-1.

Pickled and barreled, X-1.

Beet sirup, X-1.

Birch wood, X-2. (See Wood.)

Block tin.

Book paper.

Brewers' grains, except rice.

Burlap, X-2.

Butter, X-1:

Cocoanut, X-1.

Butter substitutes.

C.

Cake, cottonseed, X-1.

Cake, oil, X-1.

Camphor.

Cane sirup, X-1.

Carbines, X-2.

Cartridges and shells, loaded and unloaded, X-2.

Cheese, X-1.

Chestnut extracts.

Chestnut wood, X-2. (See Wood.)

Cinchona bark and products.

Cloth, burlap, X-2.

Clover seed, mammoth and red.

*Coal.

Cocoanut butter, X-1.

Cocoanut oil, X-1.

Coffee.

*Coke.

Compound lard, X-1.

Condensed milk (including powdered milk, evaporated milk, and preserved milk of all kinds), X-1.

Copra, X-1.

Copra oil, X-1.

Corn, X-1.

Corn flour, X-1.

Corn grits, X-1.

Corn (Indian samp), X-1.

Corn (Maize), X-1.

Corn meal, X-1.

Corn oil, X-1.

Corn sirup, X-1.

Cotton seed, X-1.

Cottonseed cake, X-1.

Cottonseed meal, X-1.

Cottonseed oil, X-1.

Crude rubber.

D.

Dextrine.

E.

Evaporated milk.

Explosives, X-2.

Extracts, for tanning hides, as follows:

Chestnut.

Quebracho.

Fat backs, X-1.

Feeds.

Fiber, jute.

*Films, as follows:

Moving-picture films, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

Firearms, X-2.

Carbines, X-2.

Pistols, X-2.

Revolvers, X-2.

Rifles, X-2.

Shotguns, X-2.

Fir timber, X-2. (See Wood.)

Flour, as follows:

Barley, X-1.

Corn, X-1.

Rye, X-1.

Wheat, X-1.

Fodders.

Fruit, dried, as follows:

Apples, X-1.

Peaches, X-1.

Prunes, X-1.

G.

*Garden seed, X-1. (Individual licenses not required to Canada and Newfoundland for 50 pounds and under.)

Glucose.

Gold, as follows:

Manufactured, except dental, and articles containing more than 45 per cent of fine gold in value, X-29.

Grains, as follows:

Barley, X-1.

Brewers', except brewers' rice.

Corn, X-1.

Malt, except barley, X-1.

Oats, X-1.

Rice, except screenings, X-1.

Rye, X-1.

Wheat, X-1.

Grits, corn, X-1.

Guayule.

Gum opium and its products.

Gutta-joolatong.

Gutta-percha.

Gutta-siak.

H.

Hams, X-1.

Heroin and its salts.

I.

Indian Samp (corn), X-1.

Invert sugar sirup.

Jewelry containing more than 45 per cent of fine gold in value, X-29.

Jute and products manufactured therefrom (including cloth bags, gunnies, twine, etc.), X-2.

Jute fiber, X-2.

L.

Lard, X-1.

Neutral, X-1.

Lard compound, X-1.

Lard substitutes, X-1.

Lead, arsenate of.

Linen gill nets, X-2.

Linen gill threads, X-2.

Linseed meal, X-1.

Logs. (See Wood.)

Lumber. (See Wood.)

Export Conservation List, December 4, 1918.—Continued.

M.

Mahogany wood, X-2. (See Wood.)
 Maize (corn), X-1.
 Malt (except barley), X-1.
 Malt sprouts.
 Mammoth clover seed.
 Maple sirup, X-1.
 Meal, as follows:
 Barley, X-1.
 Corn, X-1.
 Cottonseed, X-1.
 Linseed, X-1.
 Oil-cake, X-1.
 Peanut, X-1.
 Rye, X-1.
 Soya-bean, X-1.
 Metallic tin.
 Mica.
 Mica splittings.
 Milk, as follows:
 Condensed, X-1.
 Evaporated, X-1.
 Powdered, X-1.
 Preserved (all kinds), X-1.
 Morphine and derivatives.
 Morphine salts.
 *Moving-picture films, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

N.

Neutral lard, X-1.
 News print paper.

O.

Oak wood, X-2. (See Wood.)
 Oakum, X-2.
 Oatmeal, X-1.
 Oats, X-1:
 Products of, X-1.
 Rolled, X-1.
 Oil cake, X-1.
 Oil-cake meal, X-1.
 Oils, as follows:
 Cocoanut, X-1.
 Copra, X-1.
 Corn, X-1.
 Cottonseed, X-1.
 Olive, X-1.
 Palm, X-1.
 Peanut, X-1.
 Soya-bean, X-1.
 Oleomargarine, X-1.
 Olive oil, X-1.
 Opium gum and its products.

P.

Palm oil, X-1.
 Paper, as follows:
 Book.
 News print.
 Poster.
 Print.
 Peaches, dried, X-1.
 Peanut meal, X-1.
 Peanut oil, X-1.
 Peas, as follows:
 Dried, X-1.
 *Seed (individual licenses not required to Canada and Newfoundland for 50 pounds and under), X-1.
 Split, X-1.

*Photographic films, moving-picture, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

Pig tin.

Pine, yellow, measuring 12 inches by 12 inches and larger size, or 25 feet long and longer, X-2.

Pistols, X-2.

Plate, as follows:

 Terne.

 Tin.

Plywood and veneer of all kinds.

Pork products, as follows:

 Bacon, X-1.

 Barreled and mess pork, X-1.

 Coarse hog bellies, X-1.

 Canned pork, X-1.

 Fatbacks, X-1.

 Fresh pork, X-1.

 Hams, X-1.

 Pickled pork, X-1.

 Shoulders, X-1.

 Spareribs, X-1.

 Stag bellies, X-1.

Poster paper.

Powdered milk, X-1.

Preserved milk of all kinds, X-1.

Print paper.

Prunes, dried, X-1.

Pulp wood, X-2.

Q.

Quebracho extract.
 Quebracho wood, Z-2. (See Wood.)
 Quinine and its compounds.
 Quinine salts.

R.

Red clover seed.
 Revolvers, X-2.
 Rice, except screenings, X-1.
 Rifles, X-2.
 Rolled oats, X-1.
 Rubber, as follows:
 Balata.
 Crude.
 Guayule.
 Gutta-joolatong.
 Gutta-percha.
 Gutta-siak.
 Rye, X-1.
 Rye flour, X-1.
 Rye meal, X-1.

S.

Salts, as follows:

 Heroin.

 Morphine.

 Quinine.

Samp, Indian (corn), X-1.

Seeds, as follows:

 Cotton, X-1.

 *Garden, X-1. (Individual licenses not required to Canada and Newfoundland for 50 pounds and under.)

 Mammoth clover.

 *Peas, X-1. (Individual licenses not required to Canada and Newfoundland for 50 pounds and under.)

 Red clover.

 Sugar-beet.

 *Vegetable, X-1. (Individual licenses not required to Canada and Newfoundland for 50 pounds and under.)

Export Conservation List, December 4, 1918.—Continued.

Shells, shotgun, X-2.

Shot (in bulk), X-2.

Shotgun shells, X-2.

Shotguns, X-2.

Sirup, as follows:

Beet, X-1.

Cane, X-1.

Corn, X-1.

Invert sugar.

Maple, X-1.

Sodium compounds, as follows:

Arsenate.

Arsenite.

Soya-bean meal, X-1.

Soya-bean oil, X-1.

Soya beans, X-1.

Splittings, mica.

Sprouts, malt.

Spruce wood. (See Wood.)

Stearin, vegetable, X-1.

Steel. (See Iron and steel.)

Sugar, X-1.

Sugar-beet seed.

T.

Tanning extracts, as follows:

Chestnut.

Quebracho.

Terneplate, X-4.

Timber. (See Wood.)

Tin, as follows:

Block.

Metallic.

Ore.

Fig.

Plate.

V.

*Vegetable seed, X-1. (Individual licenses not required to Canada and Newfoundland for 50 pounds and under.)

Veneer and plywood of all kinds.

W.

Walnut wood, X-2. (See Wood.)

Wheat, X-1.

Wheat flour, X-1.

Wood,¹ as follows:

Ash, X2.

Birch, X2.

Chestnut, X2.

Fir timber, X-2.

Mahogany, X-2.

Oak, X-2.

Quebracho, X-2.

Spruce.

Veneer and plywood of all kinds.

Walnut, X-2.

Yellow pine, measuring 12 inches by 12 inches and larger size, or 25 feet long and longer, X-2.

Wood pulp, X-2.

Y.

Yellow pine, measuring 12 inches by 12 inches and larger size, or 25 feet long and longer, X-2.

EXPORTATION OF TIN AND TIN PLATE.

The United States War Trade Board announces in a new ruling (W.T.B.R. 446) that the restrictions hitherto existing on the exportation of tin and tin plate have been removed, as the necessity for strict conservation of tin and its products no longer exists. If, therefore, applicants will refile applications for which licenses have been hitherto refused, these will be given immediate consideration.

¹ Under the heading of Wood (Ash, Birch, Chestnut, Fir timber, Mahogany, Oak, Quebracho, Spruce, and Walnut) the following are included:

Logs: Timber, round, hewn, sawed, sided, or squared.

Lumber: Manufactured in all dimension sizes for commercial uses, including woods suitable for gunstocks, airplane-propeller blades, veneers for airplane and hydroplane bodies, airplane and hydroplane frames, ordnance construction; walnut, mahogany, or birch wood cut for parquet flooring.

Partly manufactured articles in an unfinished shape that are to be completed into a finished article at the point of destination when made from the specified woods, such as K/D desks, furniture stock, parquet flooring, etc.

Individual licenses are *not* required for completely manufactured articles made of woods specified above, such as desks, furniture, etc., when exported to Canada and Newfoundland. To all other countries, individual licenses for such articles are required.

REMOVAL OF AUTOMOBILE PROHIBITION IN STRAITS SETTLEMENTS.

The proclamation of May 16, 1917, which prohibited the importation into Straits Settlements and the Federated Malay States of automobiles, traction engines and chassis, parts and accessories thereof, has been revoked, according to a cablegram of December 9 from the American consul general at Singapore, by the United States Department of Commerce.

PRESENT COMMERCIAL SITUATION IN THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, December 10, 1918.—Although a month has now elapsed since the cessation of hostilities, the commercial situation here remains practically unchanged, and the position, both present and future, is so uncertain that it is impossible to arrive at any intelligent anticipation of what is likely to take place.

In the first place, the sudden end of the war was unexpected, and the many schemes and investigation of after-war projects which were being undertaken by public bodies and business firms are incomplete, with the result that it is difficult for either to take definite action. Business firms take the view that they are unable to move until they know what the Government intends to do.

As a matter of fact, while a few restrictions are gradually being removed, Government control over trade and industry of all kinds still prevails to a very large degree. Transportation, particularly by sea, is still disorganized and deficient, and while stocks of most articles are still low, and prices indeed have in many instances actually advanced since the conclusion of the armistice, the commercial community knows that it will have to face, sooner or later, the disadvantage of a falling market, and for that reason alone is disinclined to purchase upon a large scale. Moreover, it is well known that the Government has accumulated, as a precaution, vast stocks of materials and supplies of all kinds which are going to be put upon the market, and that in order to dispose of these without loss to the nation minimum prices will be fixed.

In the second place, it is obvious that many of the questions which enter vitally into the future of trade cannot be definitely settled until after the termination of the peace conference, including the future fiscal policy of the country.

In the meantime the two questions of outstanding importance are reconstruction and demobilization, which are closely allied and in many ways interdependent.

Reconstruction, however, as far as Great Britain is concerned, does not, as in many parts of the continent, mean the restoration of devastated cities and territories, but the consideration of problems and projects such as the resettlement of soldiers, improved housing and sanitation, increased agricultural production, and the conversion to peace requirements of the vast plants, some new, some old, which have been utilized for munitions and war materials, all of which have very direct bearing upon the future of commerce.

The roads have suffered from military traffic and require repairing, railway rolling stock has been allowed to deteriorate, and building operations generally, except for war purposes, have been suspended, but with these exceptions this country has suffered no damage, and it is expected that a large proportion of the materials required for these purposes will be supplied from home factories.

For the moment the chief subject of commercial interest to which attention is being given is the provision of adequate supplies of raw materials. It is generally understood that fair quantities of most of these are either at hand or available, with the exception of timber, stocks of which are notoriously short in all parts of the country and supposed not to exceed 25 per cent of the normal. This, however, happens to be an article of the most direct interest to Canada, more especially as it is understood that the erection of several hundred thousand workmen's dwellings is to be promptly inaugurated all over the country, and that the Government proposes to at least supervise the work and also the provision of the necessary means of transportation of the wood required, although the existing rigorous control which has completely stopped private trading in timber is to be somewhat relaxed.

That the interests of Canada will receive full consideration is assured by the presence in this country of the Canadian Government Trade Mission, a chief object of whose visit is to ensure that Canada receives a proper share of reconstruction orders in the allied countries.

It might be mentioned that for the above and similar purposes where Government co-operation is further desirable, it is announced that the Ministry of Munitions is to be transformed to the Ministry of Supplies.

If under these circumstances it is still impossible to definitely indicate articles which Canada should be able to supply, either temporarily or permanently, to this country, it is certain that the chief requirements will remain food and raw materials, and partly manufactured materials for use in the industries of the country, which previous to the war represented nearly three-quarters of the value of the total imports.

The position as to manufactured goods is still obscure and must remain so until the work of the conversion to peace requirements of the huge new plants and enlarged existing ones which have been engaged in munitions is completed, and it is supposed that the position of Canada will further be affected by the future fiscal policy which may be adopted towards manufactured imports.

As is already known, having been the subject of several reports to the *Bulletin*, the production has already been commenced here of many articles which previous to the war were not made at all in Great Britain, and the manufacture of many other lines has been enormously increased. While only very inadequate particulars of these developments have been made public as yet, it is known that some of them are upon a very large scale, as in the case of steel where the potential production of the United Kingdom has increased to the enormous output of at least ten million tons annually, while its ante-war consumption hardly exceeded three million.

While it is unlikely that this output will be maintained in its entirety and probable that some of the works will be diverted to other uses, the effect of this development upon the country's trade is very evident. It is certain that many of these war plants will be utilized to inaugurate the home manufacture of articles which were previously not made here at all, or to largely increase the output of others which were only made to a small extent in this country, particularly those associated with what are known as key or pivotal industries, which moreover the Government has definitely announced the intention of protecting from unfair outside competition.

From a Canadian point of view it is unfortunate that the purposes to which a considerable portion of this war-time machinery must be converted, are to the manufacture of articles for which similar machinery in Canada must necessarily also be utilized. In this connection it is well to mention that this country has accumulated during the past few years a quantity of automatic machinery, machinery tools and other appliances suitable for "repetition" work, which is understood to be more than adequate for meeting any demand that is likely to arise, and moreover the manufacture of all these articles is being carried on here now. However, the new conditions must create an increased and permanent demand for many Canadian goods, more especially those for the production of which Canada possesses natural advantages and facilities.

Lines which suggest themselves are manufactures of wood of all kinds such as handles, dowels, box boards, turnery, etc., for the huge quantities of which used here Great Britain is almost entirely dependent upon other countries, and of the future provision of which Canada should be able to secure a large share, provided the industry is organized in the same adequate manner as in rival countries.

There is also likely to be a good opening for chair and other furniture stock in knock-down condition.

Wood-pulp of different varieties and paper-making materials of all kinds will be urgently needed, as well as newsprint, cardboard, etc., but Canada already possesses an established and profitable market for most of these in the United States.

While the quantities of provisions which this country can take from Canada are only limited by what she can supply, the war has enabled us to secure a footing here for canned vegetables, fruits, and meats, which should be capable of retention, provided the necessary effort is made, and, above all, quality is maintained.

There is a general impression that the Dominion should be able to hold the considerable outlet captured for wire nails and various kinds of wire and manufactures

thereof, for although this business resulted from war conditions, this country has never been a large or important producer in this branch of industry, albeit of course this defect is likely to be overcome to some extent.

These are, however, only a few suggestions, mainly of a permanent nature, and it is certain that as the situation becomes clearer there will be, at least temporarily, considerable demand for imported manufactured goods of various types, for which Canada can secure orders if she can compete profitably.

It seems, however, probable that the most favourable opportunities for finding a market for manufactured goods will present themselves in connection with re-export trade, because in the case of certain dominions and other parts of the Empire a great deal of the actual buying takes place in London, and as the output of many of the British factories will be completely absorbed, at least for some time ahead, by the requirements of the home market, many of these export orders will have to be filled elsewhere. The same circumstances will also attend the requirements of many foreign countries who ordinarily purchase largely in London.

Speaking generally, however, it is obvious that the bulk of Canadian manufactured goods are likely to find a more profitable outlet in countries where industries are less developed than in the United Kingdom, and to which every shipper like the Canadian exporter will have to pay freight.

The Trade Commissioners in the United Kingdom for some time past have been devoting their efforts to ascertaining the probable after-the-war requirements of this country, and in this connection have regularly supplied comprehensive reports which have been published in the *Bulletin*, so the general tenor of these is already known.

Transactions, and even negotiations, have been hindered by war conditions, restrictions, and the absence of transportation, but as soon as actual business becomes practicable—and this must come before long—Canadian exporters must remember that what United Kingdom buyers will wish to know is what goods Canada is in a position to actually supply, and moreover to be furnished with definite prices and other particulars which will enable them to consider these offers in comparison with others, and thus put them in a position to place orders definitely.

Stocks of almost all goods in civilian use are known to be low, and when transportation and other facilities have been sufficiently restored to permit a return to normal conditions, buyers will wish to act quickly, and it is certain that ability to fill orders promptly will be a great factor in determining where they will be placed.

It is equally certain that apart from Government and similar orders, the presence of an active and capable representative on the spot is practically a necessity, so Canadian exporters, wishing to endeavour to find a permanent outlet for their goods here, should make the necessary investigation and arrangements without delay.

All the Canadian Trade Commissioners in this country for several years past have been constantly reporting inquiries from business houses desirous of securing Canadian agencies, many of which emanate from firms of good and influential standing.

During the past month this office has received an increased number of applications of this nature, most of the inquirers definitely naming articles for which they consider prospects are favourable.

SURPLUS LUMBER OF THE UNITED STATES SHIPPING BOARD.

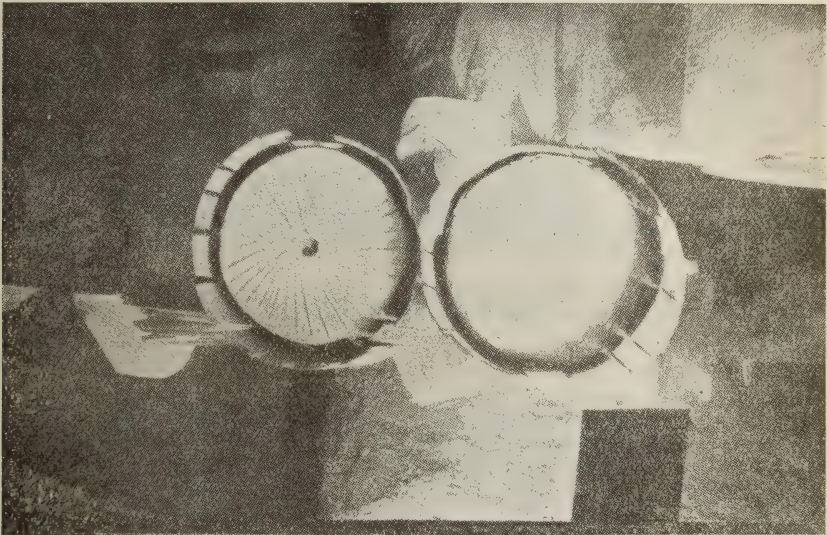
The United States Shipping Board Emergency Fleet Corporation, the United States navy, the United States army and the United States Housing Corporation have between them many millions of feet of surplus lumber, the details of which are now being carefully prepared by each department. It is stated that the lumber and timber will cover practically every size and quality of standard pine, especially, and a very great deal of Oregon and Washington fir, timber size. They propose to offer this for sale.

BOX SHOOKS FOR BUTTER BOXES WANTED IN IRELAND.

A number of inquiries have been received from Ireland for plain butter box boards in shooks. Several firms which formerly obtained their boards from Sweden would be glad to get them from Canada now and it is believed that shipping arrangements can be made. For particulars address the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 22289.

THE PACKING OF BUTTER IN IRELAND.

Mr. W. L. Griffith, secretary, Canadian High Commissioner, has forwarded a copy of a statement just issued by the Department of Agriculture and Technical Instruction for Ireland, the following extracts from which will be read with interest by Canadian exporters of butter as well as of butter consumers.



Two kiels turned so as to show the finish of the top. The one on the left is slovenly ; that on the right is neatly done.

The important part that proper packing plays in the marketing of butter can hardly be exaggerated. This is a point to which the judges in the department's surprise butter inspections have frequently called attention; indeed, defective packing was at one time one of the gravest faults they had to complain of in the parcels of butter submitted to them. Experience, too, has proved that in the present condition of British markets the packing of butter has a considerable influence on the price received. In this connection it may be noted that different markets require different methods of packing. Inquiry as to the type of package suitable for a particular district should therefore be made before arranging for the despatch of butter.

CARE OF MATERIALS USED IN PACKING.

If butter is to be properly packed it is essential that a clean, dry, well-ventilated and well-lighted store be available for the materials used in the construction of the various packages. Damp and dirty stores frequently cause mouldy growths on the timber and parchment, and much injury may thus be done to the butter packed in such materials.

The wood used for butter packages should be thoroughly seasoned and as free from odour, resin, and knots as possible. For this reason it is recommended that all packages should be made up and well aired some time before their use in order to get rid to some extent of any odour the timber may have.

SIZE AND KIND OF PACKAGE.

Each package should be merely large enough to contain the quantity of butter required, as considerable inconvenience and frequent losses are occasioned by the use of unnecessarily large packages. A filled package also travels better than one with room to spare, and has a very much better appearance when opened to display the contents.

TIMBER FOR PACKAGES.

The most suitable timber for kiels and kegs is well-seasoned white beech, free from all defects. Beech with discoloured spots may stain the parchment and the butter, while unseasoned beech appears to be favourable to the growth of moulds, which develop in the course of a few days and depreciate the value of the contents of the package. For pyramid boxes the timber in general use is spruce, and this gives rise to a serious defect, viz., the absorption by the butter of the flavour of the wood, often resulting in from one to four pounds of the exterior of the mass having to be scraped off and rejected as unsaleable.

One preventive of such a defect is to treat the packages, made of wood having an odour, in the manner described below under "Preparation of Packages." Another plan is to purchase boxes made of odourless woods such as cottonwood, whitewood, or poplar. Boxes of such material may cost more, and would probably require to be ordered in lots of 1,000 at least.

The extra cost under either method would be more than repaid by the increased price obtainable for butter marketed in the better class of packages.

VEGETABLE PARCHMENT FOR LINING PACKAGES.

In order to reduce further the liability of taint from the wood of packages, it is advisable to use a lining of strong, heavy parchment paper. This should be made from rags only, and should be pure white in colour—all tints are objectionable; it should also be free from filling or weighting material, such as some of the sugars. As much as 12 per cent of sugar has been found in some specimens of parchment paper recently analyzed by the department. The presence of sugar conduces to the growth of moulds and renders the paper expensive on account of the increased weight. The texture should be even, not cloudy or blotched, and bright shining specks (due to holes in the parchment) should not be visible when a sheet is held between the eyes and a moderate light. A suitable parchment should not show fibre on a torn edge. When wet it should be quite as tough as when dry and should stretch on pulling. For kiels and boxes a parchment is required weighing not less than 35 or 40 pounds per ream of 480 sheets, each measuring 30 inches by 20 inches.

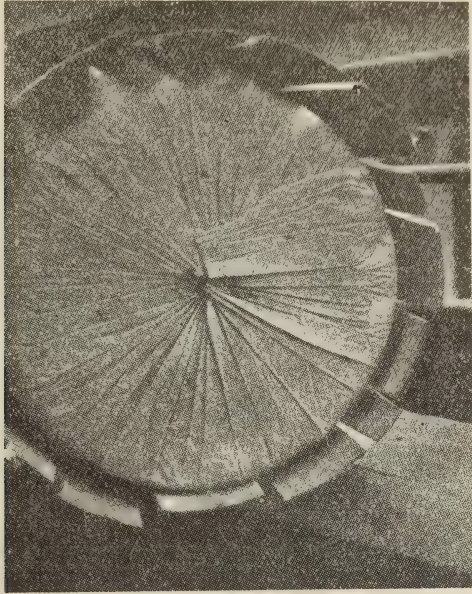
RUST SPOTS.

The butter when turned out of a package will present an unsightly appearance if any of the nails used in the construction of the package have gone through the timber, tearing the parchment and causing rust spots on the butter. The tacks used for securing the label to the lid are frequently a cause of rust spots.

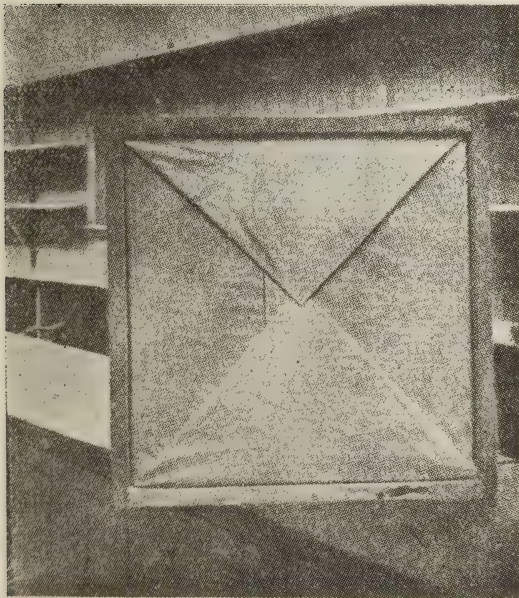
PREPARATION OF PACKAGES.

A kiel or keg should be thoroughly scalded over a steam jet till hot, and then the interior scrubbed with a mixture of salt and water, the excess of salt being "brushed"

and not rinsed off. An alternative method is to scald and then scrub the interior with clear lime-water, then fill the kiel with water and let it stand overnight, and subsequently scrub with "salt slush" as above.



Head of Kiel, neatly finished, but effect spoiled by use of long tacks, to secure the label, which have caused rust spots.



A pyramid box with neatly finished top.

Pyramid boxes should be scalded over a steam jet, and melted paraffin wax lightly brushed over the interior. This treatment prevents the flavour of the wood from being absorbed by the butter, and, further, by preventing the absorption of moisture by the timber, the parchment is kept in a damp condition so that it will strip perfectly off the butter when the latter is turned out on the counter.

PARAFFIN WAX.

Paraffin wax of the quality known as "refined," "free from all odour or taste of paraffin," should be used. About $1\frac{1}{2}$ ounces will suffice to coat a box.

The paraffin wax is melted and kept at a temperature of about 260° F. by means of steam passing through the copper coil in the iron vessel. If the wax is too hot when applied it sinks into the wood, and if too cold makes a thick uneven coating which is apt to peel off. The boxes are steamed over the sets and when hot the wax applied by means of a soft brush, such as that used for damping the leaves of a letter-copying book but with the hair shortened. The box after cooling is ready for use. The paraffin waxing can be done by any of the creamery staff, and the cost of the treatment, allowing for the steam and labour used, is very small.

PREPARATION OF VEGETABLE PARCHMENT.

The vegetable parchment cut to the requisite sizes should be placed in scalding brine the night before it is to be used, and allowed to remain in the brine till next morning, when it will be cold and ready for use. Do not crush the parchment when placing it in the brine, but by rolling it preserve the smooth appearance. Carefully line each package with parchment before filling, avoiding creases and bare spaces.

FILLING THE PACKAGE.

The quantity of butter to be put into the packages should be weighed out accurately, allowing $\frac{1}{2}$ pound extra for a 56-pound package and 1 pound for a 112-pound package. Small quantities only should be put in the package at a time, and should be well pressed against the sides and into the corners by a heavy wooden packer made of a hard close-grained wood such as *lignum vitæ* or iron wood, greenheart, or beech. The packer should weigh not less than 6 pounds. Care should be taken against creasing the parchment or forcing the sides of the box out by means of the packer. The butter, when turned out on the shop counter, should be perfectly solid and smooth, without holes or crease marks, and showing clear-cut angles. The top should be finished off smooth and flat, and carefully covered with a neatly-fitting piece of parchment paper. (See title page and cut below.)

BUTTER IN PRINTS, ROLLS, BRICKS, ETC.

A considerable demand exists for butter made up in prints, rolls, bricks, etc., weighing $\frac{1}{2}$ pound, 1 pound or 2 pounds, and high prices are obtained for butter marketed in this manner. The retailer incurs no loss through cutting up, and saves the time and labour of having to do so.

It is essential that the butter for these packages should have a firm texture and be free from loose moisture. With weak-textured butters, losses of 6 to 8 pounds per hundredweight may easily occur through carelessness in cutting up.

The weight of each piece should just turn the scale. Short weights may involve your customer in trouble and be a source of vexatious claims; while, on the other hand, 4 to 6 pounds per hundredweight may be lost in making up through excessive overweight. The best plan is to decide what allowance is to be made, say 1 pound per hundredweight for 1-pound bricks, and 2 pounds per hundredweight for $\frac{1}{2}$ -pound bricks. Then weigh out sufficient butter to make a definite number of the prints, etc.,

and check the weighing occasionally. If large quantities have to be made up, a moulding machine, such as Bradford's, for bricks, and Kirtley's or Lister's, for bricks or rolls, is useful for shaping. A piece of wet muslin, stretched over the bench, gives the best working surface to shape on.

The packages for butter in smaller lots, such as rolls, bricks, prints, etc., are, as a rule, made of "smooth-sawn timber," and are not planed. They should present a clean, neat and attractive appearance.

THE PACKING OF PRINTS AND BRICKS.

One-pound and one-half pound bricks (often called rolls) are wrapped in parchment, and, as a rule, put into folding cardboard boxes (cartons), which should be made of a cardboard perfectly free from any odour. The parchment should be of the same quality as that for kiels, but of a lighter weight, 25 to 30 pounds to the ream of 480 sheets, 20 inches by 30 inches. It can be purchased cut in squares of exact size for packing and with any suitable device printed on it. The long-shaped brick is preferred by the retailer, being readily divided into halves or quarters. The cartons are packed carefully on end in the box, which should hold the exact number without leaving room for shaking in transit. The cartons may be sealed by a gummed slip stating whether the butter is "fresh," "mild," or "salt," and with the registered trade mark of the creamery on it.

When the bricks are wrapped in parchment only they are laid flat in the box, and with the printed side up. The box should be lined with a grease-proof paper, and a piece of paper with a fancy perforated lace edging may be pasted around the top edge of the box and folded over. The packages may be sealed by passing a cord round the box and through holes in the side and lid, the ends of the cord being fastened by a lead seal.

Boxes of the following sizes are recommended: for 1-pound bricks, boxes holding 54, 24, or 12 bricks; for $\frac{1}{2}$ -pound bricks, boxes holding 24 bricks.

TWO-POUND "ROLLS."

Two-pound "rolls" are usually packed for the London market one dozen in a box. No wrapping material of any kind should be placed round a two-pound roll. The box is first lined with a good grease-proof paper with lace edging to fold over, then a layer of good muslin. The rolls, which should be made narrow at each end, or torpedo shape, and $\frac{1}{4}$ -inch to $\frac{1}{2}$ -inch longer than the depth of the box, are packed on end, the muslin folded over and a board pressed on the ends of the rolls till it meets the sides of the box, the grease-proof paper is then folded over and the lid nailed on. By making the rolls slightly longer than the box it is found that they retain their shape and travel better. The dimensions of box are:—

12 $\frac{3}{4}$ by 9 $\frac{3}{4}$ by 7 inches, and scantling $\frac{3}{8}$ -inch. (See figs. 11, 13 and 14.)

Particulars of standard Irish kiels and pyramid boxes which have proved satisfactory to British butter merchants are on file at the Commercial Intelligence Branch, Department of Trade and Commerce.

OPPORTUNITIES IN LATIN-AMERICA.

In an article prepared for the *Export World and Commercial Intelligence* just before the plebiscite was signed, Mr. E. F. Good says:—

After the war the Latin-American Republics will certainly call for unprecedented quantities of iron, steel, and engineering products. Latin-America has an area of 8,000,000 square miles and a population of 80,000,000 people. Its soil is extremely fertile and its mineral wealth enormous. Agriculture was making almost giant strides

before the war, great railways and docks were constructed and beautiful cities built. But still greater plans were forward. The various states were wanting more railways, more bridges, more docks, more buildings. The war has arrested construction. After the war this part of the world will simply be hungering for just such goods as we are specially competent to produce. Although the war is rendering capital for developments scarce—and the necessary goods still scarcer—it is tremendously stimulating agriculture, South America's staple industry, and will be reflected in a tremendous demand for all kinds of manufactures, especially railway equipment, constructional ironwork, builders' materials, agricultural machinery, appliances, implements, and mining and general tools.

GREAT DEVELOPMENT ANTICIPATED.

The world scarcity and high price of food will hugely enhance the prosperity of South American farmers, and put them in a position to buy enormous quantities of manufactures. Vast new areas will be brought under cultivation and tens of thousands of miles of new railways will be needed.

As an indication of the trading possibilities after the war, when the arrears due to the war have to be made good, coupled with the added prosperity of agriculture due to the war, and not forgetting the prejudice there will be against German goods, with the consequent preference for our products, the following figures for the last calendar year before the war may be given:—

Imports of certain German Manufactures in the Argentine, 9113.

IMPORTS FROM GERMANY.

	Dollars, Gold.
Machinery, various.. . . .	2,694,684
Iron and steel.. . . .	2,579,723
Steel rails.. . . .	1,392,040
Electric wire.. . . .	1,272,222
Motor cars.. . . .	852,141
Spare parts of machinery.. . . .	717,653
Manufactures of iron and steel.. . . .	661,315
Electrical appliances.. . . .	500,759
Electrical machinery.. . . .	448,332
Railway carriages and locomotives.. . . .	421,075
Electro-plated goods.. . . .	412,250
Galvanized iron.. . . .	395,809
Iron and steel wire.. . . .	380,343
Iron tubes.. . . .	334,071
Locomotives.. . . .	304,505
Sewing machines.. . . .	208,632

Imports of certain German Manufactures into Brazil, 1913.

	Milreis.
Arms and ammunition.. . . .	7,772,800
Machinery.. . . .	6,951,922
Motors and accessories.. . . .	5,705,278
Machinery, industrial.. . . .	5,513,155
Iron and steel wire.. . . .	4,337,807
Iron manufactures.. . . .	4,287,669
Machinery, electrical.. . . .	4,251,435
Rails and rail accessories.. . . .	4,153,742
Locomotives.. . . .	3,988,679
Iron and steel, structural.. . . .	3,781,220
Tools.. . . .	2,045,223
Iron and steel bars.. . . .	2,010,005
Cutlery.. . . .	1,781,811

A HEAVY FROST KILLS BRAZIL COFFEE BUSHES.

A correspondent of *Kelly's Monthly* at Sao Paulo, Brazil, writes: The heavy frost which recently occurred here has done very serious damage to the coffee crop of the state. The Sao Paulo Government appointed a commission to investigate the damage, and it was found that 80 per cent of the coffee bushes were destroyed or so badly affected that many years must elapse before they will reach their normal yield. The number of bearing coffee bushes in Brazil is estimated at round about 790 to 791 million bushes, of which more than 360 million have been destroyed, as well as

all the young bushes on the new plantations. It is anticipated that even if all the destroyed bushes are immediately replaced some four or five years must elapse before Brazil yields her normal coffee crop.

This frost not only damaged the coffee crop, but also sugar, castor oil, and mandioca plantations were badly affected.

In some quarters this calamity is looked upon as somewhat a blessing in disguise to the state, as it will have the effect of turning attention to the cultivation of other things besides coffee, especially cotton, the growth of which throughout the state has during the past two or three years been greatly developed.

Particularly in the state of Sao Paulo an important demand has arisen for electrical machinery, cotton hosiery, shoes, writing paper and envelopes, printing machinery and equipment, office supplies, perfumery, toys, and dental requisites. Full information can be got from Mr. E. Lloyd Rolfe, British Chamber of Commerce, Sao Paulo, Brazil.

SAW-MILL INDUSTRY IN ARCHANGEL.

(Consul Felix Cole, Archangel, Russia, September 25, in United States Commerce Reports.)

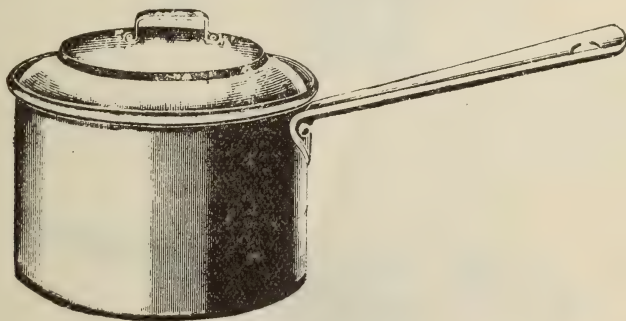
In the Government of Archangel, Russia, there are about thirty-five saw-mills, concentrated largely in Archangel itself. There is one mill at Patchora and several at Mezen, Onega, and Kovda. It is estimated that 25,000 men were employed (half that number in the winter months) and before the war the annual output was valued at 20,000,000 roubles (about \$10,000,000).

MARKET FOR ALUMINIUM WARE IN GREAT BRITAIN.

TRADE COMMISSIONER J. E. RAY.

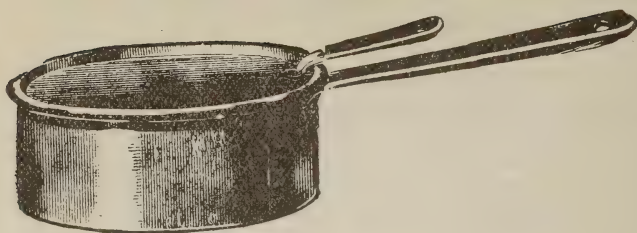
Manchester, December 12, 1918.—Whilst enamelled household utensils have a much larger sale in the United Kingdom than those made of aluminium, due to cheaper cost, the latter are growing in popularity on account of lightness of weight, durability and other qualities.

The following illustrations are submitted for the guidance of Canadian firms anxious to obtain a footing in the British markets:—

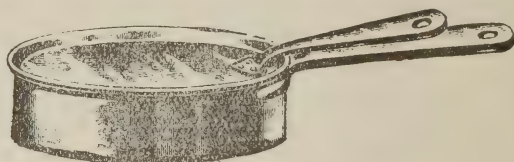


The above saucepan and cover, burnished, is manufactured in w.g's from 14 to 18 and ranges in capacity from $\frac{1}{2}$ pint to 14 pints. Manufacturers' prices range from 50 cents to \$2.75, according to capacity, the upward advance from pint to pint approximating 15 cents. Larger sizes, 14 to 12 w.g., holding from 14 to 40 pints, sell from \$4 to \$7.50 each.

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The above stewpan and cover, burnished, is manufactured in similar gauges to the saucepan. The sizes run from 4-inch by $2\frac{1}{2}$ -inch deep to 14-inch by $6\frac{1}{2}$ -inch deep, the prices ranging from 55 cents for the smallest to \$4 for the largest size. Stewpans up to 40 pints' capacity are also sold, the 14-inch diameter by 9-inch deep being offered at \$7.50 each.



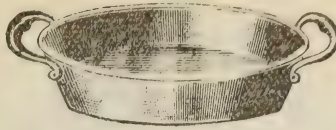
These round burnished saucepans are 16 w.g. and run in the following sizes: 6-inch by 2-inch, 7-inch by $2\frac{1}{4}$ -inch, 8-inch by $2\frac{1}{4}$ -inch, 9-inch by 3-inch, 10-inch by $3\frac{1}{4}$ -inch, the manufacturers' prices being, respectively, \$1.25, \$1.50, \$1.70, \$1.95, \$2.20, \$2.68, and \$3.40 each.



The above cutlet pan, burnished, is 16 w.g. in strength, and runs in sizes from 6 inches to 12 inches, the former being sold at 54 cents and the latter at \$1.64. The rise in price per inch from 6 inches to 10 inches is approximately 15 cents, and from 11 inches to 12 inches, 42 cents.



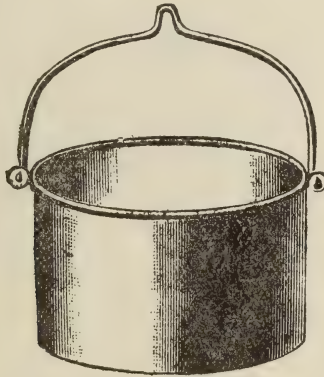
The foregoing frying or omelet pan, burnished, is manufactured in 16 w.g., the prices being 7 inches, 50 cents; 8 inches, 60 cents; 9 inches, 66 cents; 10 inches, 75 cents; 11 inches, 90 cents; 12 inches, \$1.10; 14 inches, \$1.70 each.



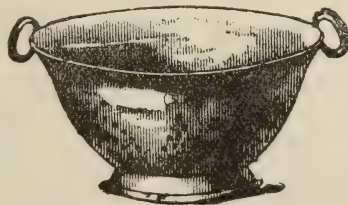
The frying pan with handles is manufactured in the same w.g. and sizes as the last-named, the prices being from 20 to 25 cents per inch higher.



This seamless lipped milk saucepan, polished wholly, with bright tinned handles, has a large and ready sale. The body is 20 w.g. and the lid 22 w.g. The capacities are 2 pints, 5-inch diameter, price 85 cents; $2\frac{1}{2}$ pints, $5\frac{1}{2}$ -inch diameter, 97 cents; 3 pints, 6-inch diameter, \$1.15; 4 pints, $6\frac{1}{2}$ -inch diameter, \$1.35 each.



Preserving kettles are manufactured in various capacities, ranging from 4 pints to 40 pints, the smaller sizes being 16 w.g., the medium 14 w.g., and the larger 12 w.g. Prices range from \$1.75 to \$9.75 each, according to capacity.



Colanders are 20 w.g., running from 9-inch to 14-inch. Manufacturers' prices are: 9-inch, 73 cents; 10-inch, 80 cents; 11-inch, 86 cents; 12-inch, 97 cents; 13-inch, \$1.10; 14-inch, \$1.20 each.

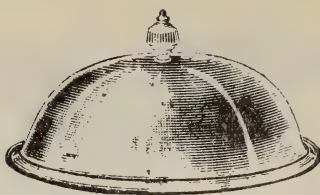


Plate covers with china or ebony handles are 20 w.g. in strength, and the present sizes and prices are: 8-inch, 55 cents; 9-inch, 60 cents; 10-inch, 73 cents; and 11-inch, 85 cents each.

If any Canadian manufacturers are in a position to consider export trade, they can be introduced to firms in Manchester and district open to consider offers. Catalogues and prices delivered Manchester should be forwarded to this office.

UNITED KINGDOM COMMERCIAL ITEMS.

TRADE COMMISSIONER J. E. RAY.

Inquiry for Millboard.

Manchester, December 12, 1918.—As the result of investigations it is learned that there is at present a big demand for millboard and wood-pulp board. The scarcity of wood during the last three years has brought board boxes into more common use, and as they have been found to answer the purposes for which they have been utilized, the demand is likely to be much greater in the future than it was in pre-war days.

In 1913 the quantities annually imported exceeded 1,300,000 hundredweights. The quantities fell, owing to lack of transportation facilities and other causes, to 879,990 hundredweights in 1916, and to 241,967 hundredweights in 1917. The leading sources of supply before the war were Russia, Sweden, Canada, and Germany. Small quantities were imported from the United States, and these have advanced from 28,136 hundredweights in 1913 to 114,134 hundredweights in 1916. Canadian supplies have diminished year by year, the quantities being 225,615 hundredweights in 1913, 169,802 in 1914, 211,722 in 1915, 139,626 in 1916, and 38,366 hundredweights in 1917.

Samples of boards have been forwarded to-day to the Department of Trade and Commerce, and after inspecting the same firms desirous of increasing their sales should forward prices to the Manchester inquirer whose name and address accompanies the samples. Refer to File 20060.

NOTE.—These samples are not yet to hand.

New Substitute for Cardboard.

A Derbyshire paper merchant is the inventor of "a new or improved substitute for cardboard, strawboard or the like," for which he has been granted a patent. It refers to composite materials, comprising outer skins of paper and an intermediate layer of sawdust. By this means it is sought to provide a substitute economically and quickly. The outer skins or sheets are of suitable thickness or texture, and an intervening layer of sawdust, or two or more such layers, separated by a sheet or sheets of paper, the whole being bound together by a suitable adhesive or agglutinant and consolidated by pressure to form boards or sheets of any desired thickness or stiffness or pliability.

A New High-speed Tool Steel.

A new air-hardening patent high-speed steel has of late been largely introduced for all kinds of cutting tools, and of which very good reports are circulated. It is claimed for it that it is less risky and much simpler in hardening than any other high duty alloy steel. It has been introduced under the title of "Cobatterom" tool steel.

Condition of Calcium Carbide Trade.

It is officially announced that all restrictions as to the sale or purchase of calcium carbide are removed, subject to a maximum price to consumers of £40 per ton for quantities of 1 cwt. and over (granulated 10s. per ton extra). No application for the use of this material or returns of stock need be made to the Ministry of Munitions.

Canada has always found it difficult, if not impossible, to compete with Norway in the British market, but the war has given the Dominion an opportunity to sell its calcium carbide in fairly large quantities. Although none was forthcoming from the latter source in 1913 and 1914, the quantities purchased in 1915, 1916 and 1917 were 39,039 cwts., 81,654 cwts., and 58,245 cwts. respectively. Whether Canadian manufacturers will be able to maintain or to increase those quantities depends upon conditions at present unknown. The normal total annual imports of the United Kingdom approximate 26,000 tons, of which quantity about 18,000 tons came from Norway in pre-war days. Sweden and Italy are among Canada's competitors.

UNITED KINGDOM TRADE IN HIDES, SKINS AND LEATHER.

(From The World's Trade in Hides, Skins and Leather, issued by the Tanners' Council of the United States of America.)

Trade in Hides and Skins.

Animal Population.—The number of cattle in the United Kingdom is estimated at 12,500,000; the sheep at 27,800,000; the goats at 269,000; and the horses at 2,181,000.

With regard to the British trade in hides and skins, a comparison of the figures for 1912 with those for later years is made difficult by a change in the classification. Consequently this statement will be confined to the period 1913 to 1917. For the former year the gross imports amounted to approximately 162,736,000 pounds, valued at approximately \$28,500,000. For 1917 the gross imports reached 102,067,840 pounds of wet hides and skins and 79,730,560 pounds of dry. The estimated imports for 1918 were reduced to 44,170,560 pounds of the wet and 28,611,520 pounds of the dry. The British classification of raw stock is not at all detailed, and calfskins, which constitute a very small proportion of the total, are the only class shown specifically in the imports.

The gross exports of hides and skins from the United Kingdom consist in large proportion of re-exports (60 or 70 per cent in normal years), and are not classified specifically, except for woolled sheepskins, which do not form a very large part of the total. In 1913 these exports included 416,773 pounds of woolled sheepskins out of a total of 81,382,896 pounds of hides and skins; but in 1917, the latest year for which figures are available, the former class had almost disappeared and the total was reduced to 20,000,000 pounds. Exports of domestic origin amounted only to 24,400,000 pounds in the former year, and 5,800,000 in the latter.

The high proportion of re-exports results, of course, from the extensive degree of control, direct and indirect, that British interests exercise over the world trade in raw stock, and with regard to which some details are given in the section dealing with that subject.

Here also it may be appropriate to remark that there is a very similar degree of British control over the supply of many important tanning materials. Something is said on this subject in dealing with the German imports of tanning materials, in the section on that country. The various British African territories, India, and the British possessions in tropical America and the West Indies are producing regions of importance, and the British control of shipping lines and of general exporting business in many foreign countries plays an important part in this trade as well as in the case of raw stock.

Leather Trade.

DOMESTIC PRODUCTION.

The census figures for the year 1907 are the latest available in detail in regard to the production of leather in the United Kingdom. According to these figures the output of the tanners in that year aggregated about 238,000,000 pounds, valued at about \$85,000,000. On the basis of provisional figures for the domestic production of hides and skins, and of the statistics for net imports, it may be roughly estimated that the consumption of British tanneries in 1917 reached 372,000,000 pounds. This was the year of heaviest production in the history of the industry. As indicated above, the importations of raw stock for 1918 have been greatly decreased on account of shipping restrictions, and this will, of course, have its effect in reducing the output.

Following are the details of production in 1907:—

Classes of leather.	Quantity.	Value.
Undressed.. . . . pounds.	185,584,000	\$42,774,932
Dressed.. . . . “	40,320,000	27,116,136
Varnished, japanned, or enameled. “	1,120,000	1,386,952
Leather belting.. . . . “	11,424,000	5,479,679
Waste and by-products.. . . . .	.....	8,654,235
Total.. . . . pounds.	238,448,000	\$85,411,934

TANNING METHODS.

With respect to tanning methods in the United Kingdom, Mr. Arthur B. Butman, Commercial Agent of the United States Department of Commerce, who visited that country in 1912, reported:—

“The American tanner is more progressive than the British tanner; the latter is slower to undertake new processes and methods and hesitates to run risks; at the same time he carries on the various manufacturing operations with carefulness and precision. Some of the smaller tanyards would probably be considered obsolete by an American tanner. The larger and more important, however, are equipped with machinery, and certain of the more progressive plants in Bristol, Warrington, Liverpool, Leeds, and Birmingham are equipped with the most modern and up-to-date machines available. Operations are carried on more rapidly in an American than in an English tannery; machines are run at a higher speed; rolling machines, for instance, are run 50 per cent faster than in England. The British tanner claims that the British sole leather is better finished and better tanned, and consequently takes longer to tan and finish than is customary in the United States. About five months is generally required for tanning good sole butts in this country, six to seven months for better class heavy butts, three months for shoulders, and two months for bellies. In the finishing or shed work, from a fortnight to three weeks is consumed owing to the fact that the finishing required by the English trade must be carefully done, and the system of bleaching with soda followed by acid is not used by English tanners. An English tanner turning out 750 hides weekly requires as much shed room as an American tanner with an output of 3,000 hides per week. Liming and soaking are more thoroughly done in the United States than is usual in England; more water is used and the hides are handled more during the liming process.”

EXPORTS AND IMPORTS OF LEATHER.

Figures are available for exports and imports of leather for the United Kingdom for the years 1912 to 1917, inclusive.* Total imports of leather rose from 160,055,392

* The classification of leather in the British statistics is not very detailed. Undressed leather is shown in the imports under the headings “Calfskins,” “Other hides,” “Sheepskins,” and “Other skins”; dressed leather is shown under the headings “Box calf,” “Glacé kid,”

pounds, valued at \$57,063,342, in 1912, to 173,189,408 pounds, valued at \$76,159,281 in 1915; since which year they have declined considerably, largely owing to trade restrictions. Exports of leather amounted to 25,545,744 pounds, valued at \$11,281,913, in 1912, and 28,638,288 pounds, valued at \$16,833,512, in 1913; since when there have been considerable fluctuations, with a tendency to decline as regards quantity.

Of the tanned calfskins imported into Great Britain, 80 per cent or more of the total come from India. Of the tanned goatskins, 80 per cent come from India, and nearly all the rest from British West Africa. Of the tanned sheepskins, 75 or 80 per cent come from India and Australia in about equal proportions, and the remainder mainly from France. Of the other tanned hides and skins (mainly cattle hides), about 40 per cent come from the United States, 15 to 20 per cent from India, and the remainder from Canada and Australia. In 1913 British imports of box calf were distributed among a number of countries, with the largest items from France; but by 1917 the bulk of the total was coming from the United States. Of the glazed kid, practically the whole is of American origin. The varnished, japanned, and enameled leather formerly came mainly from Germany, but now from the United States. In a similar manner this country has replaced Russia in the minor item of morocco and Russian leather.

EXPORTS OF SHOES.

While the United Kingdom plays only a relatively small part in the exportation of leather, she had for a long time before the war become the largest exporter of shoes in the world. The trade in 1913 amounted to \$19,343,972 and in 1917 to \$31,128,329. Of the totals for those years \$12,042,597 and \$12,262,543, respectively, went to British possessions, among which the Union of South Africa was the most important customer. Among non-British countries the largest amounts were taken by France, Italy, and Russia. The increases in 1917 were mainly due to exports of army shoes.

ELECTRICAL REGULATIONS IN THE UNITED KINGDOM.

Mr. Harrison Watson, Canadian Trade Commissioner in London, England, having been asked by Canadian manufacturers whether electrical material requires approval similar to that exercised by the Underwriters Laboratories of Chicago before it can be utilized in the United Kingdom, consulted the secretary of the British Electrical and Allied Manufacturers' Association, King's House, Kingsway, London, and received the following letter in reply:—

"Whilst there is not quite the same insistence on rules and regulations in this country as obtains in Canada and the United States, it is very desirable that your correspondent should make himself acquainted with the following rules:—

(1) Wiring Rules. Published by the Institution of Electrical Engineers, 1 Albemarle street, W.1. Price 6d.

(2) Memorandum by the Inspector of Factories on Electricity Regulations.

(3) Mining Rules and Regulations. Published by H. M. Stationery Office. Price 4d.

Varnished and japanned," "Morocco and Russia, including imitations," and "All other." This classification, moreover, applies only to the imports, the exports being shown under three classes only—two for dressed leather and one for undressed. Undressed leather has all along constituted the bulk of the imports, especially "hides other than calfskins," which have generally run to about two-thirds of the total imports. Dressed sheepskins have also been a large item, with a tendency to decrease in recent years. Imports of dressed leather have been relatively unimportant, and the "all other" item has constituted the greater part of the total, so that it is impracticable to go into detail with regard to this part of the subject from the available data. Of the items of dressed leather shown separately, box calf and glacé kid have been the most important, and approximately equal in amount. Of the exports of leather, half or more have been, all along, in the rough tanned class; and of the dressed leather exports, all but a small fraction have been in the "all other" classes.

(4) Standardization Rules. If bearing on any of the specific articles which your correspondent wishes to introduce, the latter are published by the British Engineering Standards Association, 28 Victoria street, S.W.1.

"I should add that the wiring rules of the Institution of Electrical Engineers are adopted by practically all the insurance companies in this country. The factory and mining rules are administered by the Home Office and are compulsory on users."

NEWFOUNDLAND'S IMPORTS OF MUSICAL INSTRUMENTS.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, Newfoundland, December 14, 1918.—In a former report the attention of manufacturers was directed to the decline in Canada's trade with Newfoundland in musical instruments from \$6,380 (corrected figures) in 1907, to \$1,220 in 1911, a decrease claimed by local dealers to be chiefly due to excessive prices, and to clearly indicate that only by quoting prices that will meet competition can the Canadian manufacturer hope to secure a leading position in the import trade of Newfoundland in this line. Although the years 1916 and 1917 show an improvement in Canada's position, it was expected that with the improved carrying facilities from Canadian ports, a much larger trade with the Dominion in this line than the returns show, would result.

The official figures for 1917 exhibit an increase of \$1,603 over the total imports in 1916, \$5,570 over 1915 and a decrease of \$9,836 as compared with 1914, the fiscal year preceding the war, while in 1915, the first year of the war, imports fell to \$11,824, being the lowest recorded.

The following table giving the value of importations for the years 1912 to 1917 should be of interest to Canadian exporters desiring to secure a larger share of Newfoundland's trade in pianos, organs, phonographs, etc:—

	1912.	1913.	1914.	1915.	1916.	1917.
United Kingdom.	\$ 5,144	\$ 5,347	\$ 7,588	\$1,426	\$ 2,480	\$ 1,207
Canada.	1,374	1,951	1,077	1,606	2,015	2,490
United States.	16,324	13,073	15,413	8,103	11,286	13,538
Germany.	3,638	2,880	2,892	426	.....	—
Switzerland. . . . .	.....	.....	260	.....	.....	159
France. . . . .	.....	.....	.....	128	.....	—
St. Pierre. . . . .	.....	.....	.....	135	10	—

PERU AUTHORIZES RAILWAY EXTENSION.

(Robert E. Hurd, Secretary to Commercial Attaché, Lima, October 23, in United States Commerce Reports.)

The Peruvian Congress has passed the following law authorizing the construction of a railroad from Paita to the Marañon river, with a branch to Ferrenafe and another to Hualgayoc:—

Article 1.—The Government guarantees to the capital invested a subsidy of 7 per cent per annum for 39 years, fixing a maximum on which this subsidy is to be paid the amount of £6,000,000 sterling (\$29,199,000). This subsidy shall be obtained from the duties and taxes which the grantees must pay as follows:—

(a) Import and export duties on articles consumed either directly or indirectly by the concessionaire in the mines or mountain lands which have been granted to him for exploitation.

(b) Taxes on the profits and revenues which are obtained from the exploitation of the railroads and other associated enterprises, as well as the direct exploitation of mines and mountain grants.

(c) Revenue stamps and registry fees on the contracts made.

(d) Taxes on the mines which are conceded by this law.

Article 2.—If in any one year these duties and imposts do not amount to the interest agreed upon, the State shall not be responsible for the difference; but, on the other hand, if the taxes should exceed the interest, the grantee must pay the excess.

Article 3.—The subsidy mentioned in the first clause shall be paid until the line is finished, only in the proportion corresponding to the number of kilometres opened to public traffic.

Article 4.—The guaranty for the carrying out of this contract, or bid for the construction of this work, shall be the sum of £10,000 in cash or its equivalent in bonds of the internal loan, which will be returned as soon as 100 kilometres (62 miles) of road have been completed.

Article 5.—This road shall enjoy all the benefits and concessions conferred by existing laws on railways and by the law of March 7, 1899, on docks.

TRADE OF NEWFOUNDLAND FOR YEAR ENDING JUNE 30, 1918.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, Newfoundland, December 17, 1918.—The total value of Newfoundland's foreign trade for the fiscal year ended June 30, 1918, exceeded that of the preceding year by \$13,346,391. The imports amounted to \$26,892,946, and the exports to \$30,153,517. Imports from Canada increased by \$3,195,342, and from the United States by \$2,010,897. Imports from the United Kingdom fell from \$2,620,033 in 1917 to \$2,248,781, while the decline in the exports thereto amounted to over \$1,000,000. Exports to the United States increased from \$4,047,482 to \$7,110,322. Exports to Canada increased from \$2,042,117 to \$2,750,990.

Of the total exports only \$239,486 worth was the produce of other countries. The following table shows the value of imports and exports from and to each country for the fiscal years 1917 and 1918:—

Countries.	Imports. 1917.	Imports. 1918.	Exports. 1917.	Exports. 1918.
United Kingdom	\$ 2,620,033	\$ 2,248,781	\$ 4,836,074	\$ 3,822,931
Canada	7,412,300	11,107,642	2,042,117	2,750,990
British West Indies	508,885	592,957	897,201	1,205,012
Australia . . . . .	.....	.....	12,899	11,598
Ceylon	221,029	309,888	.....	—
India	8,421	19,129	.....	—
Malta . . . . .	.....	.....	6,005	—
New Zealand . . . . .	.....	.....	11,547	15,800
South Africa . . . . .	.....	.....	2,748	2,225
Argentine Republic . . . . .	.....	.....	.....	—
Algeria . . . . .	.....	.....	650	—
Belgium . . . . .	.....	.....	.....	—
Brazil	5	290	2,591,127	4,524,457
China	16	428	.....	—
Costa Rica . . . . .	.....	.....	250	1,700
Denmark	58	.....	.....	—
Foreign West Indies	2,253	2,403	127,772	131,204
Gibraltar . . . . .	.....	.....	.....	1,200
Colombia . . . . .	.....	.....	.....	—
France	2,679	4,374	.....	68,792
St. Pierre	19,286	28,107	13,296	6,727
Greece	20,983	3,111	174,058	—
Chile . . . . .	.....	.....	.....	400
Holland	2,736	559	.....	—
Italy	1,739	.....	2,098,589	1,864,655
Japan	2,962	4,545	.....	—
Russia . . . . .	.....	3	.....	—
Madeira . . . . .	.....	.....	23,733	—
Norway	20,755	24,194	.....	—
Portugal	38,996	88,380	2,919,928	4,855,578
Spain	168,925	194,177	575,069	3,778,982
Sweden	29,026	17,159	.....	—
Switzerland	3,324	2,073	.....	—
United States	10,233,899	12,244,746	4,047,842	7,110,322
Uruguay . . . . .	.....	.....	.....	857
Venezuela . . . . .	.....	.....	.....	700

THE WHEAT SITUATION IN NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

The effect of the war on the wheat situation is not easily defined. Of late years New Zealand has practically grown only sufficient wheat for her own requirements, largely owing to the growth of the dairy industry. During the war period the country has had to import a certain amount of wheat, but this is probably due more to a succession of unfavourable seasons than to war conditions. As a matter of fact a larger area was sown in each of the four war years than in 1911-12, the largest pre-war year for which reliable statistics are available. The figures of areas and yields are as follows:—

Season.	Area. Acres.	Yield. Bushels.
1911-12..	215,528	7,261,138
1914-15..	229,600	6,644,336
1915-16..	329,708	7,120,771
1916-17..	217,743	5,051,227
1917-18..	176,877	6,761,249

Practically the whole of the wheat sowing in New Zealand is done in the autumn.

ACREAGE AND YIELD OF CERTAIN GRAIN CROPS.

Seasons 1913-14 and 1917-18.

	Number of Acres under Crop (for threshing only).				Amount Produced.	
	Season 1913-14.	Season 1917-18.	Season 1913-14.	Season 1917-18.	Season 1913-14.*	Season 1917-18.
	Acres.	Acres.	Centals.*	Centals.		
Wheat.	166,774	276,877	3,139,020	4,056,749		
Oats.. . . .	361,741	153,399	5,896,378	1,914,156		
Barley.. . . .	32,022	19,289	602,814	286,030		
Maize.. . . .	5,942	8,043	307,736	36,369		

* 1 cental = 100 pounds.

EXPORTS OF GRAIN IN 1914 AND 1917.

Country to which exported.	Wheat.		Oats.		Barley.		Maize.	
	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.
United Kingdom	8,569	....	450,146	....	17,747	356	....	—
Australia. . . . .	....	12	63,358	398	8,418	....	9	—
Ceylon. . . . .	....	....	8,101	....	....	....	....	—
Egypt . . . . .	....	....	3,136	....	....	....	....	—
Society Islands.. . . .	744	206	144	146	1,131	504	4	4
German Samoa.	561	399	1,919	1,339	2	12	27	64
Other.	374	285	2,541	489	19	39	12	34
Totals	10,248	902	529,345	2,372	27,317	911	52	102

IMPORTS OF GRAIN IN 1914 AND 1917.

Country from which imported.	Wheat.		Oats.		Barley.		Maize.	
	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.	1914. Cent.	1917. Cent.
Australia.	72,896	431,986	10,220	227,388	....	56,452	9,307	22,612
South African Union.. . . .	....	....	....	....	....	....	2,015	—
Fiji . . . . .	....	....	....	....	....	....	2,676	403
Java . . . . .	....	....	....	....	....	....	7,944	—
United Kingdom	55	....	91	....	64	20	....	—
Other.. . . .	91	....	3	....	....	....	3	1,910
Totals	73,042	431,986	10,314	227,388	64	56,472	21,945	24,925

ITALIAN COMMERCIAL NEWS.

TRADE COMMISSIONER W. McL. CLARKE.

Italian Trade, January-April, 1918.

Milan, December 28, 1918.—The latest figures relating to Italian trade are those just published by the Minister of Finance for the four month period, January-April, 1918. The following tables give the values of imports and exports, excluding those of precious metals, with comparative figures for 1917, 1916, 1915 and 1914. (The figures for 1918 and 1917 are provisional.)

January-April.

Year.	Imports. Lire.	Exports. Lire.	Unfavourable Trade Balance. Lire.
1918	2,147,422,080	601,427,359	1,545,994,721
1917	2,465,663,582	878,710,171	1,586,953,411
1916	2,836,048,233	1,053,890,812	1,782,157,421
1915	1,439,279,674	997,156,112	442,123,562
1914	1,215,146,849	327,198,836	387,948,013

Drop in Total Trade.

Italy's total trade for the four months under review has fallen off from 3,344,373,-753 lire in January-April, 1917 to 2,748,849,439 lire in January-April, 1918, or a decrease of 595,524,314 lire.

In 1914, the total trade of Italy for the January-April period amounted to 2,042,-345,685 lire.

Trade with Principal Countries.

The figures subjoined show Italy's trade with the principal countries concerned for January-April, 1918 and 1917.

	January-April, 1918. Millions of Lire.	January-April, 1917. Millions of Lire.	Difference.
Imports—			
France	196.5	191.7	+ 4.8
Great Britain	429.5	504.7	— 75.2
Spain	43.0	22.0	+ 21.0
Switzerland	36.9	57.9	— 21.0
British India	117.5	128.6	— 11.1
Egypt	16.9	11.2	+ 5.7
Argentina	127.9	154.3	— 26.4
United States	933.3	995.6	— 62.3
Exports—			
France	213.3	215.9	— 2.6
Great Britain	102.2	123.6	— 21.4
Spain	5.8	9.4	— 3.6
Switzerland	68.9	206.2	— 137.3
British India	5.5	20.0	— 14.5
Egypt	28.3	29.8	— 1.5
Argentina	23.7	51.8	— 28.1
United States	41.6	61.3	— 19.7

Italian Trade with Canada.

Although specific reference to Canada is very infrequent in the published statistics yet it is interesting to note that for the period under review there is registered as from Canada 12,236 metric tons of soft wheat, against no importation for the same period of 1917, and as compared with 5,134 metric tons during January-April, 1916. The imports of cod and dried fish from Canada amounted to 42,948 quintals for the period, as compared with 35,181 quintals in the corresponding period of 1917, and 28,611 quintals in 1916, while this importation for January-April, 1918, was larger than that from any other country and in fact supplied for 1918, 46 per cent of the total imports.

The Proposed Extending of State Monopolies.

The Minister of Finance has just presented to Parliament an official decree, for conversion into law, whereby the State will provide directly and exclusively for the supply and sale of the following products: coffee and its substitutes, tea, sugar, petroleum, benzine, paraffin and other heavy and light mineral oils (with the exception of lubricants) and the by-products of their distillation, coal (excepting the coke produced in Italy), wood alcohol, explosives and electric light bulbs. The Government by the foregoing decree is also to make a State monopoly of the extraction of mercury in the kingdom as well as its sale both at home and abroad and of the extraction of quinine and its secondary products.

The producers and eventually the importers of all the products named above are only to be allowed to sell to the Government, which will establish the maximum and selling prices.

By the same decree it is authorized that the Direction General of Monopolies now actually existing as a branch of the Department of Finance will assume the name of Direction General of Industrial Monopolies, and will continue to have charge of the present state monopolies, of tobacco, salt, matches and quinine, to which will be added, however, the new monopolies of the extraction and sale of mercury and the extraction of quinine. For the other new monopolies there is created by the official decree under the Finance Department a new office to be known as the Direction General of Commercial Monopolies, to which will also be transferred the present State monopoly of playing cards. In connection with the Direction General of Commercial Monopolies there is authorized an Administrative Council, which will consist of five persons, viz., the director and vice-director, a representative of the Minister of Industry, Commerce and Labour, and a representative from the United Chambers of Commerce of the Kingdom. It is also established that dating from April 1 the management of State lotteries will pass from the Direction General of State Monopolies to the Secretary General of the Minister of Finance.

A keen opposition on the part of the Italian Commercial and Industrial Federation and the United Chambers of Commerce of the Kingdom is rising against the conversion of this decree into law, these organizations affirming that the assumption of these monopolies by the State deadens the incentives to a more intensive commercial activity and sounds the death-knell to unrestricted trade and industry.

New Stamp Tax.

By official decree there has been authorized a new stamp tax on all notices, announcements and notifications of any nature whatsoever which are inserted and for which a charge is made, in all newspapers, reviews, directories, time-tables, periodicals of any kind, books, pamphlets and other printed matter published in Italy. The tax is also to be applied to all announcements of births, engagements, marriages, and deaths, as well as to all private insertions in that part of the newspapers devoted to advertising matter. The tax is to be paid by the one who makes the insertion and will be proportional to the cost of the insertion.

Banca Commerciale Italiana at Udine and Trieste.

The Banca Commerciale Italiana has reopened its agency at Udine, one of the Italian cities in the invaded districts, and has secured temporary quarters at Trieste for carrying on banking operations.

Metallurgical Strike at Milan Settled.

The strike of the metallurgical workers in Milan and district involving 190 firms and about 120,000 workmen has been definitely and amicably settled, the working classes obtaining better wages and conditions as well as serious moral guarantees. By

the memorial approved and signed by both manufacturers and workers, the former concede a total increase for the high cost of living of approximately 70,000,000 lire to be spread over a period of one year or what amounts to a wage increase averaging about two lire a day for each employee. The normal working day in the factories is henceforward to be composed of ten hours for the first five days of the week and of five consecutive hours on Saturday. A board of arbitrators has also been instituted, consisting of six manufacturers and six workmen, to be presided over by an officer of the local industrial mobilization committee. This board will (a) arrange all disputes which may arise in connection with the present agreement, (b) draw up the rules for the unemployment fund and study the provisions to be taken against sickness and disability, (c) draft factory laws, and (d) determine the methods of apportioning the bonus for the high cost of living.

The speedy and friendly settlement of the controversy seems to have been effected by the complete disposition on the part of the manufacturers to meet their employees in the hope that the metallurgical industry which by virtue of the war has become one of the most important industries of Italy, may be assisted by the workmen in coping with the problems which will be met in the transition period from war to peace.

CUBAN NOTES OF GENERAL INTEREST.

TRADE COMMISSIONER J. C. MANZER.

GENERAL STRIKE.

Havana, December 14.—On November 18 the employees of the Cuban railway, better known as the Van Horne railway, went on strike for higher wages and for more than three weeks traffic was completely stopped over this railway. Although every effort was made to reach a settlement of the difficulty the situation remained unchanged up to Sunday, December 8, when the head of the Associated Workmen of Cuba issued an ultimatum to the Government that if the demands of the strikers on the Cuban railway were not complied with within twenty-four hours there would be a general strike called for the whole island. As no settlement was reached up to 12 o'clock Monday night a general strike was called and the business of the whole country was completely paralyzed. For three days not a railway train moved on the whole island. The tobacco factories were closed, no electric cars, automobiles or coaches were running in Havana, every one was obliged to walk. No one was working on the docks or ships, no trucks of any kind were moving. The factories were closed, the wholesale and retail stores were closed, the restaurants were closed, no newspapers were printed. It was a complete stagnation of all the business of the city and much of the country. At the end of the third day of the general strike word was received from Camaguey that the Cuban Railway company had granted all the demands asked for by their employees and the sympathetic strike, as it was called, was declared off.

SPANISH INFLUENZA.

The Spanish influenza is still very serious in the eastern end of the island and a great number of deaths are reported. Many cases are reported from the different towns of whole households having died of the disease. The suffering in the different towns on the Cuban railway has been greatly aggravated by the railway strike as for more than three weeks they were unable to secure either provisions, medicines or disinfectants. The day after the strike ended one hundred cars of provisions and several cars of medicines and disinfectants were dispatched from Havana for the eastern end of the island.

POTATOES.

Several lots of potatoes have arrived here within the past two or three weeks, coming through from Canada all the way by rail. They were brought over from Key West by the car ferry.

CANADIAN POTATO TRADE WITH CUBA, BEFORE, DURING AND AFTER THE WAR.

TRADE COMMISSIONER J. C. MANZER.

BEFORE THE WAR.

Havana, December 19, 1918.—At the beginning of the war Cuba consumed yearly about 1,000,000 barrels of potatoes. Of this amount about 200,000 barrels were grown on the island and the balance amounting to some 800,000 barrels yearly were imported from many different countries.

The following table taken from the Cuban official reports shows the quantities received from different countries the year the war commenced:—

	Pounds.	Value.	Average price per barrel of 165 pounds.
From the United States.. . . .	81,682,152	\$1,219,095	\$2 48
“ Canada.. . . .	33,223,852	369,375	1 82
“ Mexico.. . . .	165,506	2,867	2 85
“ Germany.. . . .	959,185	10,312	1 77
“ Austria.. . . .	506,080	6,780	2 12
“ Denmark.. . . .	12,100	150	2 03
“ Spain.. . . .	348,563	4,972	2 36
“ France.. . . .	215,886	2,810	2 01
“ Holland.. . . .	8,947,737	87,219	1 61
“ Belgium.. . . .	5,515,591	67,570	2 03
“ Ireland.. . . .	184,482	2,500	2 23
“ England.. . . .	4,246,034	42,914	1 67
“ Norway.. . . .	100,309	1,096	1 80
“ Canary Islands.. . . .	1,490,661	18,675	2 34

This table will be of interest to growers and shippers showing as it does from what countries we had our sharpest competition.

It will be seen that before the war the United States was supplying more than half of Cuba's imports of potatoes and that prices received were higher than was received by most of the other countries. This is explained by the fact that the United States has almost a monopoly of the Cuban potato trade during the months of June, July, August and September, as neither Canada nor the European countries can supply large quantities at that season of the year.

Up to the time the war commenced Canada was supplying about one-quarter of Cuba's potato imports yearly. Canada for many years has supplied a large part of the seed potatoes used in Cuba. These consist of the Early Rose and Bliss Triumph varieties. Cuban growers claim that they can get a better yield from Canadian-grown seed than any other. Up to the time of the breaking out of the war Canadians had made no special effort to increase sales of table potatoes in Cuba. The balance of about one-quarter of the whole came from European countries. During the winter months large quantities of potatoes were shipped from Great Britain, Germany, Holland, Belgium, and Spain by lines of steamers sailing from different European ports direct to Havana. Spain and the Canary Islands shipped their potatoes in crates and were thus able to secure a higher price than other European countries. These crates were made about three feet long, constructed of slats three inches wide with a space of half an inch between slats for ventilation, having a division in the centre, and held a hundred and ten pounds of potatoes, or fifty kilogrammes. As a rule these potatoes arrived in Cuba in good condition.

DURING THE WAR.

Since the war commenced although prices have been extremely high, Cuba has considerably increased her yearly imports of potatoes. The United States is still supplying about one-half of Cuba's potato imports. The European countries have dropped out of the Cuban potato trade and Canada has taken the trade formerly held by these countries and is now shipping about one-half of what Cuba imports yearly.

We have not yet received the Cuban Government report for the full year of 1917, but we have the statement for the first six months of that year which shows that Canada sold to Cuba in the six months 246,121 barrels of potatoes for the sum of \$1,602,261, or an average price of \$6.50 per barrel of 165 pounds. This shows that since the war began we not only have doubled the yearly quantity shipped to Cuba, but we have more than tripled the price at which they were sold before the war. We have acquired this large increase in the business with very little effort on our part as our European competitors for the time being are out of the business. It may be that the ease by which we have acquired this extra trade has had to some extent a tendency to make us indifferent to the desires of our customers. A satisfied customer is the foundation of a successful and permanent business, and unless we are satisfying our customers we cannot hope to hold their trade.

About 50,000 barrels of Canadian-grown Early Rose potatoes are wanted here every year for seed. Growers want this Early Rose seed to be pure, but the last couple of years it has been very difficult to secure Early Rose unmixed with other varieties. The stock will arrive here marked "Early Rose Potatoes for seed," but upon being opened the barrels are found to contain many different varieties. Potato growers here have complained bitterly of the potatoes that are being sold as Early Rose. Many shippers of table potatoes take every possible care in sorting and packing the stock intended for the Cuban market but others are not so careful and the result has been that a great many lots of Canadian potatoes have arrived here within the past two years that were very poorly sorted. This has caused a great deal of dissatisfaction among the Cuban potato dealers.

AFTER THE WAR.

What of the future Canadian potato trade with Cuba. There is no doubt that within a short time, probably next season, the European countries will be endeavouring to find a market in Cuba for their potatoes. Will Canadians be able to hold the trade they now have? It remains to be seen. Has the ease by which they have secured this large potato trade with Cuba unfitted them to meet strong competition when it comes?—and come it surely will. It is well that both dealers and growers in Canada should fully understand and should carefully consider the situation. Although during the past three years prices have been exceedingly high, Cuba has increased her imports. Cuba is our best customer in the potato trade. Canada sold to Cuba in the past six years nearly a million bushels more potatoes than she sold to any other country.

The following table shows the quantities shipped by Canada to Cuba and the United States during the six years from 1912 to 1917, inclusive:—

Year.	United States. Bushels.	Cuba. Bushels.
1912..	27,286	461,033
1913..	152,557	567,105
1914..	1,001,287	696,302
1915..	89,610	617,698
1916..	53,922	326,133
1917..	1,645,155	997,581
Total for the six years	2,969,817	3,665,852

Cuba is our most dependable customer because she buys about the same quantity every year, which now amounts to between 900,000 and 1,000,000 barrels yearly. Some years our second-best customer, the United States, does not need to import many potatoes. You will see by the above table that during the years 1912 and 1916 Canada sold the United States very few potatoes. The quantity required by Cuba yearly is about the quantity Canada has to sell, or in other words, Cuba can buy yearly all the potatoes Canada can produce for export. In fact Cuba has bought in the past six years nearly double the quantity of potatoes exported by Canada.

The following is a statement of the yearly exports of potatoes from Canada for six years and also a statement of imports of potatoes by Cuba during the same six years:—

Potatoes exported by Canada during the years from 1912 to 1917, inclusive.

	Bushels.
1912..	774,726
1913..	1,019,716
1914..	1,980,844
1915..	1,192,258
1916..	684,455
1917..	2,872,738
Total exports in six years..	8,524,737

Potatoes imported by Cuba during the six years from 1912 to 1917, inclusive.

	Bushels.
1912..	2,219,947
1913..	2,219,947
1914..	2,293,306
1915..	2,744,577
1916..	2,889,539
1917..	2,750,000
Total imports in six years..	15,117,316

What advantage have we over our competitors in the Cuban trade? So far as I know we have only one. Cuban dealers prefer our Early Rose potatoes for seed and they say for keeping qualities in this hot climate there are no potatoes superior to the Canadian Green Mountains and Burbanks, and at equal prices and other conditions being the same Canadian stock could hold the trade. Most business men would consider this a decided advantage.

In order to hold and increase our potato trade with Cuba it is essential that we give our customers good, sound stock, well sorted and packed, and of the exact variety mentioned in contract. Early Rose potatoes for seed during the months of October and November, if pure, sell for about one dollar a barrel more than ordinary table stock. It would seem to be an easy matter for Canadian farmers to produce Early Rose potatoes unmixed with other varieties. It is only a matter of securing pure seed for planting. It might be well for buyers to interview growers and impress on them the importance of growing pure stock for the Cuban seed trade, explaining to them that this is the only way we can hold Cuba's future seed trade.

The matter of transportation must be considered. To hold the trade arrangements must be made to deliver the goods in Cuba at such regular intervals as would best suit the trade. For the last two or three years Canadian dealers have made regular shipments to Cuba by way of New York or Boston, but on account of lack of shipping facilities to Cuba from these two ports the past few months, dealers have had many difficulties in filling orders and in many cases have sustained heavy losses from damaged stock, resulting from cars of potatoes remaining on track, sometimes for a week, until shipment by steamer could be secured.

Canadian dealers would have no difficulty in selling in Havana from 10,000 to 15,000 packages of potatoes weekly. In consideration of this, now that the war is over, without doubt the exporters of Canada will recognize the importance of a steamship service from Canada to Havana, Cuba, and will make every effort to have such a service established at the earliest possible moment to take care of the potato trade. Steamers for carrying potatoes would need to be specially fitted up for the purpose similar to the ships used for carrying bananas. They have four or five decks or floors about 7 feet apart so the pressure will not be heavy on the bottom tiers. The walls are sealed up inside, leaving a dead-air space between the outer and

inner covering of the vessel, thus preventing the entrance of frost, and lines of pipe are laid in the holds so that steam can be turned on and holds heated when loading or unloading during cold weather.

The ports of St. John and Halifax are within two hundred miles of the chief potato-growing sections of New Brunswick and Nova Scotia, and to deliver potatoes at these ports would mean a saving of from 400 to 600 miles in the rail haul as compared with Boston and New York, and the saving in freight would much more than make up for the extra duty of 12 cents per sack collected on Canadian potatoes in Cuba over what is collected on potatoes from the United States.

Now that Canadian potatoes are allowed to enter the United States free of duty it is imperative that potato shipments shall be made from our own ports if we are to retain the identity of our Canadian potatoes in the Cuban market. A dealer in Boston who has an order from Havana for 5,000 sacks of potatoes can ship potatoes grown in Maine, which sell at same price as Canadian, to fill the order, certifying before the Cuban consul that they are the product of the United States, and he can buy the same quantity of potatoes in bulk in Canada to replace these in his local trade. On this American shipment the Cuban Government will collect duty at the rate of 48 cents per sack, or a total of \$2,400.

The Canadian dealer who has an order for 5,000 sacks if he shipped through the port of Boston, would have to certify before the Cuban consul at that port that the potatoes were the product of Canada and duty would be collected in Cuba at the rate of 60 cents per sack or a total of \$3,000 thus giving the Boston dealer an advantage over the Canadian of \$600 in a sale of 5,000 sacks.

Havana city now buys weekly about 15,000 barrels or sacks of potatoes and the price at present time is about \$5.50 per sack of 180 pounds c.i.f. Havana. If American dealers ship potatoes raised in Maine to supply this weekly demand they would sell at \$5.50 and to replace these 15,000 sacks for their local trade they could buy them in Canada. On the other hand the Canadian dealer if he wishes to fill Havana's weekly order, and was obliged to ship from Boston, would have to sell his potatoes in Havana at \$5.38 per sack to allow for the difference in duty, therefore for weekly shipment of 15,000 sacks his American competitors would receive \$1,800 more than he would receive. All shippers will agree that this margin is sufficient to give our competitors the business. On the other hand if we shipped these 15,000 sacks from our own port and could thus save 20 cents a sack in the cost of transportation or \$3,000 on the 15,000 sacks, we could sell at 12 cents a sack less and still have an advantage over our Boston competitors of \$1,200 on the weekly shipment of 15,000 sacks. All shippers will agree also, I think, that this margin of advantage would be sufficient to give Canadians the business.

The only way that I can see to overcome this handicap and preserve the identity of our potatoes in the Cuban market is to make shipments from Canadian ports. By shipping from St. John or Halifax instead of Boston the railway freight would probably be reduced one-half which would be a saving of about 20 cents per sack. If freight rate from St. John or Halifax to Havana was the same as from Boston the saving in transportation charges would amount to \$3,000 on a cargo of 15,000 sacks of potatoes.

This is a matter that no doubt will be carefully considered by the business men of Canada within the next few months. It would be well for potato growers, shippers, transportation companies, and all others interested in Canada's export trade to consider plans, and unite in carrying out such measures as will enable Canadians to hold against all competitors, the valuable potato trade of Cuba.

NATIONAL BUDGET OF JAPAN FOR 1919-1920.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, Japan, December 4, 1918.—The Department of Finance has just made public the summary of Japan's budget for the next fiscal year. The Finance Minister said that many things remained to be done for the development of means of national defence, improvement of education, encouragement of industry and the perfecting of the means of communication, but that on account of the present ministry having only just come into power, there was no time to attend to these matters immediately and it had therefore been decided to put into execution only those plans which were of urgent necessity and as far as the natural resources of the country would permit.

The following figures show the estimated revenue and expenditure for the coming year:—

<i>Revenue.</i>	
	Yen.
Ordinary	847,000,000
Extraordinary	190,000,000
	1,037,000,000
<i>Expenditure.</i>	
	Yen.
Ordinary	506,000,000
Extraordinary	552,000,000
	1,058,000,000

The deficit of yen 21,000,000 in the revenue will either be met by a loan or will be made good by obtaining temporary accommodation from the Deposit Bureau in the Central Treasury.

COMPARED WITH LAST YEAR.

The estimated ordinary and extraordinary expenses for the coming year compared with the present fiscal year which ends on March 31 next, show an increase of yen 204,000,000 and yen 10,000,000, respectively, while the ordinary and extraordinary expenditure show an increase of yen 26,000,000 and yen 209,000,000, respectively.

It was said that no accurate estimate can be made of the extraordinary expenses in view of the fact that future developments cannot be ascertained.

As a result of the war, the price of daily necessities in the country has advanced tremendously, and the Government has considered it necessary to grant officials a special allowance. The sum allotted for this purpose next year is put at yen 163,000,000 or an increase of over yen 79,000,000 compared with the present fiscal year.

An estimate for extraordinary war expenses will be made in accordance with the changes which will take place. It will be met with bonds issued and loans secured.

At the beginning of the fiscal year 1917-1918 there was a surplus of some yen 200,000,000, which was utilized in covering expenditure required by the army and navy and other State departments in connection with the war.

There has been an all round increase in appropriations asked for the various departments of the Government, except in the case of the Finance Minister, whose claims were reduced by seven millions.

Baron Takahashi, the Finance Minister, stated that the total amount asked for by the various departments for new enterprises would reach about yen 400,000,000, to say nothing of the ordinary routine expenditures. On account of the increased cost of everything, the amount needed to carry on enterprises already begun will increase by yen 150,000,000, exclusive of increases to employees.

It is expected that Treasury certificates will be issued to the extent of about yen 800,000,000, an increase of yen 300,000,000 over the amount raised this year. The net profit of the Railway Board for next year is estimated at yen 30,000,000.

The following figures illustrate the increase on expenditure of the departments of State for the next fiscal year, compared with the present fiscal year:—

	Yen.
Department of Foreign Affairs—	
Ordinary	800,000
Extraordinary	420,000
Department of Home Affairs—	
Ordinary	3,310,000
Extraordinary	11,860,000
Department of War—	
Ordinary	7,480,000
Extraordinary	18,980,000
Department of Navy—	
Ordinary	6,260,000
Extraordinary	92,960,000
Department of Justice—	
Ordinary	2,840,000
Extraordinary	760,000
Department of Education—	
Ordinary	1,040,000
Extraordinary	2,830,000
Department of Agriculture and Commerce—	
Ordinary	1,060,000
Extraordinary	4,190,000
Department of Communications—	
Ordinary	10,740,000
Extraordinary	10,250,000
Department of Finance—	
Ordinary	—
Extraordinary	1,440,000

SWEDISH EXPORTS OF WOOD-PULP.

The following table, taken from Svensk Travaru-Tidning, of Stockholm for September 16, shows the exports from Sweden of different kinds of wood-pulp during the first seven months of 1918 and five preceding years:—

Kinds of wood pulp.	January 1-July 31—					
	1913	1914	1915	1916	1917	1918
Mechanical:	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
Wet	128,068,607	134,115,879	66,799,535	130,804,127	43,052,792	99,559,940
Dry	29,986,597	25,239,840	23,930,962	37,902,426	34,937,018	33,845,091
Total mechanical . . .	158,055,204	159,355,719	90,730,497	168,706,553	77,989,840	133,403,031
Chemical:						
Sulphite—						
Bleached	18,183,614	14,685,130	24,165,454	15,050,974	8,417,476	6,951,518
Unbleached—						
Wet	31,276,410	34,185,897	24,087,614	32,095,047	21,301,442	16,228,540
Dry	228,972,294	244,296,707	265,413,024	257,375,931	127,036,119	161,179,022
Sulphite—						
Bleached	6,626,771	7,001,991	5,199,405	4,638,642	1,934,335	2,055,903
Unbleached—						
Wet	413,400	1,574,800	0	58,500	20,300	762,000
Dry	40,598,357	40,151,184	45,879,055	70,298,891	48,624,815	25,135,341
Total chemical	326,070,846	341,895,709	364,754,712	379,537,985	207,334,487	212,312,324
Grand total	484,126,050	501,251,428	455,485,209	548,244,538	285,324,327	345,715,355

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending December 27, 1918.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,051,890	117,060	228,961	1,022	1,398,933
Consolidated Elevator Co.	1,245,914	40,037	86,324	4,665	1,376,940
Empire Elevator Co.	989,184	144,037	105,503	45,093	1,283,817
Ogilvie Flour Mills Co.	1,043,589	103,185	235,535	.....	1,384,309
Western Terminal Elevator Co.	1,250,670	47,519	35,202	131,280	1,464,671
G.T. Pacific	1,718,474	383,362	147,284	51,118	2,300,235
Grain Growers' Grain Co.	1,035,551	447,518	440,655	.....	1,923,724
Fort William Elevator Co.	585,322	249,021	108,193	32,344	974,886
Eastern Terminal Elevator Co.	927,718	103,541	131,128	.....	1,162,387
Northwestern Elevator Co.	209,688	.....	.....	.....	209,688
Port Arthur—					
Port Arthur Elevator Co.	1,762,655	580,670	705,180	1,298	3,049,803
D. Horn & Co. ....	.....	.....	.....	.....	.....
Canadian Government Elevator.	518,298	156,928	113,978	58,095	847,299
Thunder Bay	671,278	171,198	163,217	42,374	1,048,067
Can. Govt., for account of Imperial Government. ....	.....	.....	.....	45,470	45,470
Sask. Corp.	1,541,311	201,376	116,639	96,154	1,955,480
Total Terminal Elevators.	14,551,542	2,747,452	2,617,799	508,914	20,425,707
Saskatoon Can. Govt. Elevator.	667,966	557,799	73,638	790	1,300,193
				*1,763	
Moosejaw Can. Govt. Elevator.	1,186,764	526,102	44,585	1,358	1,760,572
				*20,692	
Calgary Can. Govt. Elevator.	1,162,509	823,012	166,600	1,303	2,174,116
Vancouver Can. Govt. Elevator	160,427	167,792	7,859	.....	336,078
Total Interior Terminal Elevators.	3,177,666	2,074,705	292,682	*22,455	5,570,959
				3,451	
Depot Harbour.	802,887	.....	.....	13,185	816,072
Midland—					
Aberdeen Elevator Co.	525,535	.....	.....	.....	525,535
Midland Elevator Co.	1,670,607	3,300	.....	.....	1,673,907
Tiffin, G.T.P.	1,677,149	.....	.....	.....	1,677,149
Port McNicol.	3,200,431	1,045	111,974	.....	3,313,450
Collingwood.	146,098	.....	.....	.....	146,098
Goderich—					
Elevator & Transit Co. ....	.....	.....	.....	.....	.....
Western Canada Flour Mills Co., Ltd.	626,354	.....	.....	.....	626,354
Kingston—					
Montreal Transportation Co. ....	.....	.....	.....	.....	.....
Commercial Elevator Co. ....	.....	22,717	.....	.....	22,717
Port Colborne Dom. Govt. Elevator.	2,016,130	.....	.....	.....	2,016,130
" Maple Leaf Milling Co., Ltd.	1,297,444	.....	.....	.....	1,297,444
Prescott. ....	.....	.....	.....	.....	.....
Montreal—					
Harbour Commissioners No. 1.	2,099,315	58,592	234,518	14,776	2,407,201
" " No. 2.	272,472	566,387	191,798	.....	1,030,657
Montreal Warehousing Co.	1,131,990	.....	.....	.....	1,131,990
Quebec Harbour Commissioners.	29,083	194,485	748	† 1,419	225,735
West St. John, N.B.	368,529	13,585	11,665	.....	393,779
Halifax, N.S.	128,153	.....	.....	.....	128,153
Total Public Elevators.	15,992,177	860,111	550,703	† 1,419	17,432,371
				27,961	
Total quantity in store.	33,721,385	5,682,268	3,461,184	† 1,419	43,429,037
				540,326	
				*22,455	

† Corn. * Rye.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended December 27, 1918.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		32,534	142,626		175,160
No. 1 Northern		5,252,560	2,206,099	7,118,195	14,576,854
No. 2 "		2,205,406	329,237	2,591,239	5,125,882
No. 3 "		2,162,934	200,343	2,469,878	4,833,155
No. 4 Wheat		1,724,542	79,470	1,725,993	3,530,005
No. 5 "		979,093	25,041	750,971	1,755,105
No. 6 "		1,064,442	1,053	631,483	1,696,978
Other		1,130,031	113,305	704,418	1,947,754
Australian wheat.....			80,492		80,492
Totals.....		14,551,542	3,177,666	15,992,177	33,721,385
Oats—					
No. 1 C. W.		3,610	5,292		8,902
No. 2 "		301,506	495,232	37,371	834,112
No. 3 "		542,608	365,975	14,146	922,729
Ex. No. 1 Feed.....		353,199	273,393	158,299	784,891
No. 1 Feed.....		370,290	371,711	154,005	896,006
No. 2 "		792,414	442,094	51,435	1,285,943
Other.....		383,825	121,008	444,852	949,685
Totals.....		2,747,452	2,074,705	860,111	5,682,268
Barley—					
No. 3 extra C. W.		1,140		1,244	2,384
No. 3 C. W.		1,110,324	94,213	119,688	1,324,225
No. 4 "		807,278	91,129	156,347	1,054,754
Feed		195,793	18,417	19,318	233,528
Rejected		314,648	34,535	113,088	462,271
Other.....		188,616	54,388	141,018	384,022
Totals.....		2,617,799	292,682	550,703	3,461,184
Flax—					
No. 1 Northwestern Canada.....	26,138	299,518	1,718	13,185	340,559
No. 2 C. W.	8,445	104,117	349		112,911
No. 3 "	6,360	52,122	164		58,646
Rejected			25		25
Imperial Government.....			1,141		1,141
Other.....	4,527	7,687	54	14,776	27,044
Totals.....	45,470	463,444	3,451	27,961	540,326
			*22,455		*22,455
Corn.....				1,419	1,419
Total quantity in store ...		20,425,707	5,570,959	17,432,371	43,429,037

* Rye.

SUGAR CROP OF TRINIDAD LIKELY TO BE GOOD IN 1919.

Mr. Edgar Tripp, Canadian Commercial Agent, Port of Spain, Trinidad, writes that while the sugar crop of Trinidad was less in 1918 than in 1917 owing to ravages of the insect pest known as the froghopper, there is good reason to anticipate that the crop of 1919 which will commence towards the end of February will show much better results than that of 1918.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on December 27, 1918, with comparisons for four years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>December 27, 1918—</i>			
Terminal elevators.....	14,551,542	5,874,165	20,425,707
Interior terminals.....	3,177,666	2,393,293	5,570,959
Public elevators in the East.....	15,992,177	1,440,194	17,432,371
Total.....	33,721,385	9,707,652	43,429,037
<i>December 28, 1917—</i>			
Terminal elevators.....	4,977,078	5,296,357	10,273,435
Afloat Terminals.....	1,697,214	—	1,697,214
Interior terminals.....	76,080	1,629,514	1,705,594
Public elevators in the East.....	14,769,859	3,408,253	18,178,112
Total.....	21,520,231	10,334,124	31,854,355
<i>December 29, 1916—</i>			
Terminal elevators.....	17,704,746	8,805,639	26,510,385
Interior terminals.....	1,095,597	150,549	1,246,146
Public elevators in the East.....	8,386,830	6,274,028	14,660,858
Total.....	27,187,173	15,230,216	42,417,389
<i>December 30, 1915—</i>			
Terminal elevators.....	17,704,746	8,805,639	26,510,385
Interior terminals.....	1,095,597	150,549	1,246,146
Public elevators in the East.....	8,386,830	6,274,028	14,660,858
Total.....	27,187,173	15,230,216	42,417,389
<i>December 30, 1914—</i>			
Terminal elevators.....	4,533,340	2,943,756	7,477,096
Interior terminals.....	1,883,140	930,509	2,813,649
Public elevators in the East.....	7,918,091	5,051,496	12,969,587
Total.....	14,334,571	8,925,761	23,260,332

STATE-AIDED BELGIAN CO-OPERATIVE COMPANY LOOKING FOR CANADIAN MACHINERY, IMPLEMENTS AND RAW MATERIALS.

A Belgian Co-operative Company has been organized under Belgian Government auspices for the purpose of re-equipping Belgian industry and reprovisioning Belgian trade. This company wishes to receive offers from Canadian manufacturers to supply machinery, implements and raw materials of every description. The Consul General of Belgium in Ottawa states that the transactions of this company will be submitted to government control and that it will receive financial assistance from the State. The company has the power to enter into agreements either on behalf of the Government or on behalf of manufacturers or tradesmen supported by State credit. The company has also the power to make purchases on account of private firms not supported by the Government. Manufacturers can obtain further information on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, referring to File 22411.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended December 27, 1918.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			99,840	99,840
C.P.R., West St. John, N.B.	17,088	342,958		360,046
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	29,137	435,739		464,876
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	762,830	93,142		855,972
Quebec Harbour Commissioners, Quebec	60,164	61,031		121,195
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,061,113			1,061,113
" " " 2 " "	416,325	33,654		449,979
Halifax, N.S., C.G.R.	7,491			7,491
Port McNicol.		864,424		864,424
Goderich Elevator & Transit Co.				—
Kingston, Montreal Transportation Co.				—
Midland Elevator Co., Midland, Ont.		558,809		558,809
Total.	2,354,260	2,389,914	99,840	4,844,014

ECONOMIC ASPECT OF THE ARMISTICE IN GERMANY.

Translated for the British Board of Trade Journal from the Frankfurter Zeitung.

The *Frankfurter Zeitung* is informed from Berlin that the armistice conditions will weigh heavily on German industry, and it is possible that an appeal to the much-vaunted ethical principles may not be fruitless. The evacuation of Alsace-Lorraine denotes the delivery to the enemy of the mighty mining works to the northwest of Metz, undamaged and in full working order. The armistice does not provide for any compensation to the shareholders of these works, who are for the most part German subjects. The South Alsatian textile industry was to a much greater extent in French or pro-French hands; the Frenchman has always been less suited for mining than for the textile industry. Through the evacuation of Luxemburg the great establishments of the Westphalian mining concerns in Esch, Rümelingen, etc., will have to be left. The evacuation of the left side of the Rhine will result in leaving without protection the area to the north of Trèves, a district outside the war zone, where economic and industrial activities are in full swing. Further to the south, also, mining concerns (at Saarbrücken, Dillingen, Neukirchen, etc.), pass into the sphere of influence of an unfriendly army of occupation. To the east of Lorraine strangers will set foot on German soil—on the Bavarian Palatinate with its great boot industry, at Ludwigshafen and St. Ingbert, to say nothing of other places. Be it noted that while the armistice provides for the occupation of these territories by enemy troops, no word is said about the date of their leaving. Hundreds of sound limited companies, including many whose shares are quoted on the stock exchange and which therefore command interest far beyond their immediate vicinity, come within the sphere of influence of the enemy. Any extension of even the most important companies is rendered impossible.

All this will apply to the numerous large engineering, motor, and powder factories in the Rhineland, the steel foundries (*e.g.*, Becker, Zypen-Wissen, etc.), the extensive Krupp works, the coal and lignite works on the left bank of the Rhine, the zinc and

ore mines, the spinning establishments in the Crefeld and München-Gladbach districts, and the electrical, cable, and chemical works. The armistice prohibits any acts of destruction by the Germans; it is to be hoped that the occupying forces will also be subject to this clause.

One thing must be determined upon at all costs, that the Rhine district mentioned in clause 5 of the armistice shall not be torn away from Germany. It is quite obvious that its permanent occupation will lessen the strength not only of this district itself, but also of the whole of Germany, to the disadvantage of all those who hope to squeeze compensation out of the country in one form or another. As it is, the creation of a neutral zone will reduce the productivity of Germany.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1. **Iron, steel and other manufactures.**—A London firm of manufacturers' representatives wish to secure the sole representation upon a commission or buying basis of Canadian manufacturers of the following goods: Malleable iron steam fittings; electrical plant and equipment for all purposes, including shipbuilding; brass fittings; pumps; forgings; stampings; machine tools, etc.; tools of all kinds; wood manufactures; chemicals; household laundry machinery; toys; metal fittings for fancy goods, etc.

2. **Buckwheat flour.**—A London company, handling several Canadian products, wishes to get into touch with Canadian producers of buckwheat flour.

3. **Maple.**—A London manufacturing company wishes to purchase manufactured maple direct from Canadian mills cutting it, and would be glad to hear from those able to fill orders.

4. **Manufacturers' agent,** leaving for England end of January, would be glad to hear from Canadian manufacturers desiring representation in London, England, where he is to establish an office of the company. Over twenty years' experience in London, England, and seven years in Canada.

5. **Wooden handles.**—A Glasgow firm asks for quotations on broom and other wooden handles.

6. **Enamelware.**—A Glasgow house is in need of household enamelware of all descriptions.

7. **Talc.**—A Glasgow firm is open to import ground talc in 50 to 100 ton lots, also cut slice talc.

8. **Barytes.**—A Glasgow house asks to hear from Canadian exporters.
9. **Gallon apples and canned fruits.**—A Glasgow firm in a position to place large orders desires to receive quotations.
10. **Canned vegetables.**—Some Glasgow produce brokers would like to enter into negotiations with Canadian shippers of canned vegetables with a view to business as soon as conditions permit.
11. **Flour and grain.**—A Belfast firm wishes to get into touch with exporters of flour, barley, oats, wheat, rye, etc., with a view to future business.
12. **Cereal foods.**—A Belfast firm makes inquiry for the above.
13. **Cattle and pig foods.**—A Belfast firm asks to hear from exporters of the above.
14. **Gallon apples.**—A Glasgow importer asks to be placed in touch with Canadian packers.
15. **Skimmed-milk powders.**—A Glasgow firm would like to hear from Canadian exporters.
16. **Baled hay.**—A Glasgow firm wishes to hear from exporters of the above with a view to business as soon as conditions permit.
17. **Kitchen chairs.**—A Belfast firm who have been importers of the above, knocked down, from Canada before the war, wish to be placed in touch with exporters with a view to business as soon as conditions permit.
18. **Carbon black.**—A Glasgow firm who have been importing the above from the United States wish to hear from Canadian exporters.
19. **Ricemeal.**—A Glasgow firm is prepared to import the above in 25-ton lots.
20. **Asbestos, engine and pump packings, india-rubber goods, engineers' machines and tools.**—A Glasgow firm making a specialty of supplying engineers' and public works requirements in the engineering line, are open to consider representation of manufacturers of the above, either as purchasers or sole agents.
21. **Canned salmon.**—A Belfast firm who import the above in 2,000-case lots ask to be placed in touch with exporters for business as soon as conditions permit.
22. **Gallon apples, peaches and pears.**—A Belfast firm importing the above in 1,000 case lots asks to be placed in touch with exporters.
23. **Gallon apples and canned fruits.**—A Glasgow firm wishes to import 3,000 to 4,000 cases of gallon apples and 1,000 cases of canned fruits.
24. **Butter and cheese.**—A Leith firm wishes to get into communication with exporters of the above with a view to business as soon as conditions permit.
25. **Cheese.**—A Belfast firm makes inquiry for cheese in 500-box lots, with a view to business as soon as conditions permit.
26. **Engineering agencies.**—A South African engineer of many years' experience in engineering specialties and machinery is prepared to arrange for representation of Canadian engineering firms. Immediate correspondence is requested.
27. **Cast-iron pipes.**—A South African commission agent, with an established connection, inquires for agency proposition from Canadian manufacturers of cast-iron piping for water and sewerage purposes.

28. **Sewing machines.**—An established commission agent covering all centres of South Africa is prepared to take up a Canadian agency on sewing machines. Hand sewing machines are the principal sellers for the wholesale jobbing trade.

29. **Iron and brass beds.**—A South African commission agent is making a special inquiry for the representation of Canadian-made beds in iron and brass.

30. **Paints and varnishes.**—A South African sales agent covering all centres of South Africa twice a year is prepared to take up a Canadian paint and varnish agency, also white lead and linseed oil.

31. **Closet seats.**—A South African commission agent calling on the trade in South Africa asks for correspondence and particulars, including f.o.b. Canadian port prices, from manufacturers of closet seats who are prepared to appoint an agent. Price must include selling commission. Kind of seats required illustrated in *Weekly Bulletin* No. 636. Copy may be had on request.

32. **Tools.**—A South African commission agent specializing for the hardware trade only is prepared to take up the representation of Canadian manufacturers of tools, household, farming mechanics and general. Correspondence is requested from individual or group of manufacturers with kindred lines.

33. **Ploughs.**—A South African commission agent makes inquiry about the representation of Canadian manufacturers able to supply the cheap plough as used by the South African native.

34. **Barbed and other fencing wire.**—A South African manufacturers' agent, specializing in iron and steel goods, is prepared to take up an agency for Canadian-made fencing wire. Samples and prices with cable code arrangement is requested in first communication.

35. **Reconstruction machinery, implements and raw materials.**—A Belgian co-operative company has been organized for the re-equipment of Belgian industry and for the reprovisioning of Belgian trade. They wish to receive offers from Canadian manufacturers of machinery, implements and raw materials of every description for reconstruction purposes. This organization is recommended by the Consul General of Belgium in Canada and it will have financial assistance from the Government of Belgium.

36. **Agency.**—A large wholesale general merchant in La Bouverie, Belgium, would like to get in touch with Canadian merchants exporting brushes, chocolate, biscuits, etc.

EXPORTERS' NOTE.

The inquiries published herein must be considered as subject to existing trade restrictions as follows:—

1. **Prohibited exports of certain goods from Canada.**—Information may be obtained from any Customs port. Special inquiries should be addressed to the War Trade Board, Ottawa—Export Department. Permits to export food products must be obtained from the Food Board of Canada, Ottawa.

2. **Prohibited imports of certain goods into foreign countries.**

(a) *United Kingdom.*—See Supplement to British Board of Trade Journal dated January 24 and amendments in the British Board of Trade Journal. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa, or to Controller, Department of Import Restriction, 22 Carlisle Place, London, S.W. 1.

- (b) *United States*.—See Rules and Regulations No. 2 of the United States War Trade Board, Washington, published by its Division of Information. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa.
- (c) *Other Countries*.—Special inquiries should be addressed to the Canadian War Trade Board, Ottawa.

3. The shortage of shipping space.

- (a) *To United Kingdom*.—Inquiries should be addressed to Sir Arthur Harris, Director of Transports, Montreal.
- (b) *To South Africa*.—The steamers on this line have been requisitioned by the Imperial Government. However, a sailing may occasionally be made, and inquiries should be addressed to Messrs. Elder Dempster & Company, Board of Trade Building, Montreal.
- (c) *To Australia and New Zealand*.—
 - (1) Atlantic service. Address inquiries to the New Zealand Shipping Company, Montreal. Their steamers have been taken off the line, but they are endeavouring to procure sailing ships to perform the service.
 - (2) Pacific service. Communicate with the Canadian-Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.
- (d) *To West Indies*.—Fortnightly sailings will commence after January 10, 1919. Sailings will be every alternate Friday after February 21, 1919. Address inquiries to the Royal Mail Steam Packet Company, Halifax, N.S.

GENERAL CONTROL OF IMPORT, EXPORT AND TRANSIT IN BELGIUM.

British Board of Trade Journal.

The British Board of Trade are in receipt, through the Foreign Office, of a copy of an "Arreté-Loi," dated November 7, and published in the Belgian *Moniteur Belge* for the 19th-20th November, which confers upon the King of Belgium, for the duration of the war, full powers to regulate the export, transit, and import, by sea or land, of all goods, and of all funds, securities, bills, or coin.

A Royal Decree, dated the 8th November, and published in the above-mentioned issue of the *Moniteur*, provides that the export and import of goods of all kinds, by sea or land, shall only be effected under license, issued by, or under the authority of the Minister for Economic Affairs. Licenses are to be either general or special; their issue may be made subject to conditions, particularly as regards the destination and distribution of the goods. The Minister for Economic Affairs may dispense with export or import licenses in the case of particular classes of goods, a list of which is to be published in the *Moniteur*.

The decree also provides for the institution of a "Comité des Exportations et Importations," which is to advise as to the general conditions to which the issue of licenses shall be subject, and as to the classes of goods which may be exported or imported without a license. The committee is to be located at the Department of Economic Affairs.

The decree was to take effect as from the date of publication.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohamo. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
- Report re Mail Subsidies and Steamship Subventions.** (Annual.)
- Report of Board of Grain Commissioners for Canada.** (Annual.)
- Rules and Regulations made by Board of Grain Commissioners.** (Annual.)
- List of Licensed Elevators, etc.** (Annual.)
- Grain Inspection in Canada.**
- Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.**
- Supplements to Weekly Bulletin:**
 - Trade of China and Japan.
 - The German War and its relation to Canadian Trade.
 - Handbook for Export to South America.
 - Commercial Intelligence Service.
 - Toy Making in Canada.
 - The Timber Import Trade of Australia.
- Patent Office Record.** (Monthly.)
- Rules and forms of the Canadian Patent Office.**
- Canada and the British West Indies.** (1915.)
- Canada the Country of the Twentieth Century** (1915). \$1.00.
- Handbook for Export to South America** (1915).
- Trade with China and Japan.** (1914.)
- Export Directory of Canada** (1915).
- Review of Commercial Intelligence Service.** (1916.)
- Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades.** (Published Weekly.)
- Number of Cars of Grain inspected in Western Inspection Division.** (Monthly.)
- Receipts and Shipments of Grain at Fort William and Port Arthur.** (Monthly.)
- Food Inspection Bulletins.**
- Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.**

Bureau of Statistics.

- The Canada Year Book.**
- Monthly Bulletin of Agricultural Statistics.**
- Annual Report of the Trade of Canada.**
- Monthly Report of the Trade of Canada.**
- Monthly Report of Census, Statistics, etc.**
- Bulletins of the Fifth Census of Canada, 1911:**
 - Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
 - Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
 - Vol. III, 1913, Manufacturers, 1911.
 - Vol. IV, Census of Canada.
 - Vol. V, Forest, Fishery, Fur, etc.
 - Vol. VI, Occupations.
- Population and Agriculture (Prairie Provinces.)** (1916.)
- Postal Census of Manufacturers.** (1916.)
- Criminal Statistics, 1916.**
- Special Report on Foreign Born Population.**
- Report on Production of Creameries and Cheese Factories, 1915, 1916.**

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



A Port Scene in Valparaiso.

A section of the water front with its incoming manufactured goods. The cranes shown are capable of fifteen tons of material. (See p. 83.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, January 13, 1919.

No. 781

BRITISH GOVERNMENT NOTICES AFFECTING CANADIAN TRADE.

(*The British Board of Trade Journal.*)

Relaxation of Export and Import Prohibitions.

The British Board of Trade announce that the following relaxation of the existing prohibitions of export and import will be brought into force as from Friday, December 27. Further relaxations will be announced in subsequent issues of the *Journal*.

A. EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on List A are prohibited to all destinations, and goods on List B to all destinations outside the British Empire, while goods on List C are prohibited only to countries neighbouring enemy countries.*

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

(NOTE.—Attention is called to the fact that by the proclamation of October 1, 1918, all goods, whether mentioned by name or not (except printed matter and accompanied personal effects), are prohibited on List C.

Headings to be Transferred from One List to Another.

Heading.	From.	To.
Ambergris.	A	C
American cotton ties, varnished or blacked.	A	C
Bags and sacks made wholly or partly of jute other than such bags or sacks as constitute the coverings of goods to be shipped for exportation and are allowed by the Commissioners of Customs and Excise to be shipped as such coverings.	A	B
Baudruche skin.	B	C
Bearings, ball and roller and steel balls and rollers suitable for bearings.	A	C
Bone black.	A	C
Braces and bits.	A	C
Cinematograph films (except printed film positive or negative which can now be exported without license except to Switzerland).	B	C
Cloves.	A	B
Cobalt, cobalt ore and alloys of cobalt.	B	C
Drums, iron or steel, other than such drums as contain goods to be shipped for exportation and are allowed by the Commissioners of Customs and Excise to be shipped as the containers of such goods.	A	C
Forks, stone, road-making and coke.	A	C
Ginger.	A	B
Hammers, hand varieties.	A	C
Incandescent gas mantel rings.	A	C
Ingot moulds manufactured of hæmatite iron.	A	C
Jute cordage and twine.	A	B

* All destinations in European and Asiatic Russia and in other foreign countries in Europe and on the Mediterranean, except France and French possessions, Italy and Italian possessions, and Portugal, and to all ports in any such foreign countries.

Headings to be Transferred from One List to Another.—Continued.

Heading.	From.	To.
Jute padding..	A	B
Jute webbing..	A	B
Jute, piece-goods made wholly or partly of..	A	B
Jute twist..	A	B
Magnesite and magnesite bricks..	A	C
Magnesite, caustic or lightly calcined and dead burnt magnesite..	A	C
Magnesium and its alloys..	A	C
Mattresses, wire, fixed on wooden frames..	A	C
Nails, horseshoe..	A	C
Nippers for cutting barbed or galvanized wire..	A	C
Paper and cardboard (including strawboard, pasteboard, millboard and wood-pulp board) and manufactures of paper and cardboard not otherwise specifically prohibited..	B	C
Paper, cigarette..	A	C
Pepper, white..	A	B
Pincers..	A	C
Pipe-wrenches..	A	C
Planes, wood and iron..	A	C
Pliers for fixing barbed or galvanized wire..	A	C
Silica bricks..	A	C
Silkworm gut (surgical)..	B	C
Spokeshaves..	A	C
Syringes, hypodermic..	B	C
Vanillin..	A	B

Chemicals, etc.

Acetanilide..	A	C
Acetates, all metallic..	A	C
Aconite root..	B	C
Aloes..	B	C
Amyl acetate and other amyl esters..	A	C
Araroba or Goa powder..	B	C
Barium peroxide..	B	C
Benzoic acid (synthetic) and benzoates..	A	C
Calabar beans..	B	C
Cannabis indica (Indian hemp)..	B	C
Cascarilla bark..	B	C
Catechu..	B	C
Chiretta..	B	C
Chloral and its compounds and preparations..	A	C
Chrysarobin..	B	C
Colchicum and its preparations..	B	C
Colocynth..	B	C
Cubebs..	B	C
Damiana..	B	C
Gelsemium root..	B	C
Gentian root..	B	C
Grindelia..	A	C
Hexamethylene tetramine (urotropin) and its compounds and preparations..	A	C
Ipecacuanha root..	B	C
Jaborandi leaves..	B	C
Lactrites not otherwise prohibited..	A	C
Lactic acid..	B	C
Lobelia..	A	C
Methyl salicylate..	B	C
Nux vomica alkaloids and their preparations..	B	C
Oxalic acid..	B	C
Pyrogalllic acid and mixtures containing pyrogalllic acid..	B	C
Quassia wood..	B	C
Rhatany root..	B	C
Salol and its preparations..	B	C
Senna leaves and pods..	B	C
Serpentary rhizome..	A	C
Sodium hyposulphite (thiosulphate) and mixtures containing sodium hyposulphite..	B	C
Sodium peroxide..	B	C
Sodium prussiates and mixtures containing sodium prussiates..	B	C
Stramonium leaves and seeds..	B	C
Strophanthus seeds..	B	C
Thorium, oxide and salts of..	B	C

*Headings Altered.**Delete.**Substitute.*

- (A) Fish.
- (A) Fish, except the following (which are on List C) :—
 Bloaters, tinned, and bloater paste.
 Chinchards.
 Herrings, tinned.
 Kippers, tinned.
 Mackerel, tinned or pickled.
 Sprats (including tinned sprats).
 Whitefish, tinned.
- (A) Glue, osseine and concentrated size (and other size and sizings made from glue), fish glue, finings and other kinds of gelatine.
- (A) Glue, osseine and concentrated size (and other size and sizings made from glue), finings, and other kinds of gelatine.
- (C) Fish glue.
- (A) Glue stock of all kinds, including animal hoofs, untanned hides and pelts not otherwise specifically prohibited, and fish bladders.
- (C) Fish bladders.
- (A) Handles for adzes, awls, axes, chisels, files, forks (agricultural, stone, road-making and coke), gimlets, gouges, hammers (hand), hoes, hooks (brushing and reaping), rakes, road scrapers, screw-drivers (or turn screws) and scythes.
- (A) Handles for adzes, axes, forks (agricultural, stone, road-making and coke), (hammers (hand), hoes, hooks (brushing and reaping), rakes, road scrapers and scythes.
- (C) Handles for awls, chisels, files, gimlets, gouges and screw-drivers.
- (A) Machinery, agricultural or farming and component parts thereof, including hand for agricultural or farm purposes, except the following: Hoes, hooks (bill, brushing and reaping) and similar hooks; matchets, mattocks, picks and pickaxes, planting bars, pruning saws and knives, shears, sickles, scythes.
- (A) Machinery, agricultural or farming and component parts thereof.
- (C) Hand tools for agricultural purposes.
- (A) Motor vehicles, motor bicycles, and their component parts and accessories.
- (A) Motor cars of 30 h.p. and over.
- (A) Component parts and accessories of motor vehicles and motor cycles.
- (C) Motor vehicles not otherwise prohibited and complete motor cycles (but not tires).
- (B) Pepper, black (Indian and Ceylon).
- (C) Pepper, black, except Indian and Ceylon.
- (B) Pepper, black.

B. IMPORT PROHIBITIONS.

A general license has been issued to permit of the import of any quantity of the following articles. The license will be valid until March 1, 1919:—

All machinery driven by power and suitable for use in cutting, working, or operating on wood, including:—

- | | |
|--|--|
| Sawing machines of all descriptions. | Wheelwright machinery. |
| General joiners. | Firewood-making and bundling machinery. |
| Mortise, tenon and boring machines. | Wood wool fibre and pulp machinery. |
| Lathes and rounding machines. | Saw sharpening and setting machines. |
| Box and cask making machines and all machines accessory thereto. | Saw stretchers and brazing apparatus. |
| Scraping and sand-papering machines. | All machines for grading, planing or moulding irons. |

All machine tools and machinery driven by power and suitable for use in cutting, stamping or working metal, including:—

- | | |
|--------------------|---------------------------------|
| Lathes. | Grinding machines. |
| Milling machines. | Boring and turning mills. |
| Drilling machines. | Power presses. |
| Planers. | Punching and shearing machines. |
| Shapers. | Forging machines. |
| Screw machines. | Cutting-off machines. |
| Chucking machines. | Gear-cutting machines. |
| Boring machines. | Centering machines. |
| Slotting machines. | |

UNITED STATES WAR MEASURES AFFECTING CANADA.

Restricted Imports.

REMOVALS FROM UNITED STATES LIST OF RESTRICTED IMPORTS NO. 1 AND NO. 2.

The United States War Trade Board announce that the following items have been removed from lists of restricted imports No. 1 and No. 2. Licenses may now be issued, when the applications are otherwise in order, for their importation when shipped from any primary or overseas market on or after December 24, 1919.

List No. 1.

1. Agricultural implements.
3. Art works.
5. Beads and ornaments.
7. Manufactures of bone and horn.
12. All acids.
13. Muriate of ammonia.
15. Fusel oil or amylic alcohol.
16. Citrate of lime.
17. All salts of soda.
18. Sumac, ground or unground.
19. Chicory root, raw or roasted.
20. Clocks and watches and parts thereof.
21. Cocoa and chocolate, prepared or manufactured.
23. Cryolite.
24. Dials.
25. Dice, draughts, chessmen, billiard balls, poker chips.
27. Electric lamps.
30. Manure salts.
32. Fish hooks, rods and reels, artificial bait.
33. Fluorspar.
34. All fruits.
36. Gelatine and manufactures thereof.
37. Gold and silver manufactures, including jewellery.
38. Sulphur oil or olive foots.
39. Grease.
40. Hay.
42. Hops.
43. Infusorial and diatomaceous earth and tripoli.
44. Mantles for gas burners.
47. Meerschaum, crude and manufactured.
48. Musical instruments and parts thereof.
49. Nickel.
52. All expressed vegetable oils.
53. Lemon oil.
54. Nonmineral paints and varnishes.
55. Pencils and pencil leads.
56. Penholders and pens.
57. Perfumery, cosmetics, and toilet preparations.
58. Phonographs, gramophones, graphophones, and parts thereof.
60. Pipes and smokers' articles.
62. Plates, electrottype, stereotype, and lithographic; engraved.
65. Rennets.
66. Artificial silks and manufactures thereof.
67. Soap.
68. Malt liquors.

- 69. Wines.
- 70. Other beverages.
- 71. Candy and confectionery.
- 72. Tar and pitch of wood.
- 73. Toys.
- 74. Umbrellas, parasols, sunshades, and sticks for.
- 75. }
76. } All vegetables, either in their natural state or preserved or prepared.
77. }
- 78. Vinegar.
- 79. Whalebone, unmanufactured.
- 81. Manufactures of hair of camel, goat, and alpaca.
- 82. Zinc.

List No. 2.

- 112. Cyanide of soda.
- 113. Cheese.

IMPORT RESTRICTIONS ON HIDES, SKINS, LEATHER, TANNED SKINS, AND MANUFACTURES OF LEATHER REMOVED.

The United States War Trade Board announce (in W.T.B.R. 439 of December 20, 1918), that all restrictions upon the importation of all grades of hides, skins, leather, tanned skins, and manufactures of leather have been removed and that licenses will hereafter be issued freely for the importation of these commodities. The control exercised by the War Trade Board over these commodities through the tanners' council is continued.

Restricted Exports.

REMOVALS AND MODIFICATIONS OF THE UNITED STATES EXPORT CONSERVATION LIST.

The United States War Trade Board announce the following removals from the export conservation list, effective January 4, 1919:—

- | | |
|--|---|
| Ash wood. | Rubber— <i>Continued.</i> |
| Balata. | Gutta-joolatong. |
| Birch wood. | Gutta-percha. |
| Book paper. | Gutta-siak. |
| Chestnut wood. | Seeds, as follows— |
| Crude rubber. | Cotton. |
| Fir timber. | Splittings, mica. |
| Guayule. | Spruce wood. |
| Gutta-joolatong. | Terne plate. |
| Gutta-percha. | Timber. |
| Gutta-siak. | Tin, as follows— |
| Logs. | Block. |
| Lumber. | Metallic. |
| Mahogany wood. | Ore. |
| Metallic tin. | Pig. |
| Mica. | Plate. |
| Mica splittings. | Veneer and plywood of all kinds. |
| Oak wood. | Walnut wood. |
| Paper, as follows— | Wood, as follows— |
| Book. | Ash. |
| Poster. | Birch. |
| Pig tin. | Chestnut. |
| Pine, yellow, measuring 12 inches by 12 inches | Fir timber. |
| and larger size, or 25 feet long and longer. | Mahogany. |
| Plate, as follows— | Oak. |
| Terne. | Quebracho. |
| Tin. | Spruce. |
| Plywood and veneer of all kinds. | Veneer and plywood of all kinds. |
| Poster paper. | Walnut. |
| Pulp-wood. | Yellow pine, measuring 12 inches by 12 |
| Quebracho wood. | inches and larger size, or 25 feet long |
| Rubber, as follows: | and longer. |
| Balata. | Wood-pulp. |
| Crude. | Yellow pine, measuring 12 inches by 12 inches |
| Guayule. | and larger size, or 25 feet long and longer. |

The United States War Trade Board also announce the following modifications of various items on the export conservation list, effective January 4, 1919: "Bagging, vegetable fibre, except cotton bagging," to read: "Bagging, jute." "Oakum" to read: "Oakum, jute."

COMMERCIAL NEWS FROM UNITED KINGDOM.

HARRISON WATSON, CHIEF CANADIAN TRADE COMMISSIONER IN UNITED KINGDOM.

Large Yield of Potatoes.

London, December 13, 1918.—In case Canadian potato shippers might be misled by newspaper and other reports of the difficulties experienced in certain cities of the United Kingdom, in obtaining potatoes, it is well to state that according to the report just issued by the Board of Agriculture and Fisheries of the British Government the yield of potatoes in England and Wales alone is estimated at 4,209,000 tons, by far the largest ever raised, and 868,000 tons, or more than 25 per cent above last year's record.

The actual acreage was 633,832 against 507,987 in 1917, and the average 6.6 tons per acre, the same as last year.

The reason of the difficulty which retailers experienced in securing delivery was due to deficiency, both of labour and of transportation.

It is now reported that the harvest has been practically completed in England and Wales, and it is to be feared that quality is not equal to quantity, there being signs of a certain amount of disease in some districts.

At the same time it may be said that the returns of roots generally, i.e. turnips, swedes, and mangolds, are well up to the average.

Shipbuilding.

Lloyd's Register has now resumed the public issue of its quarterly reports, although it is explained that it is not yet possible to obtain complete information regarding the shipbuilding industry throughout the world, the returns given in the report in question, comprising only all merchant vessels in course of construction in the United Kingdom, the British dominions, and allied and neutral countries. Warships and vessels built to the order of the Admiralty for other than mercantile purposes are excluded, and also ferro-concrete vessels.

The review of the position at the end of the quarter, September 30, the period under consideration, is hardly satisfactory from a British point of view, the outstanding feature being the great preponderance of United States construction in comparison with shipbuilding in the United Kingdom.

It appears that of the 2,144 merchant vessels under construction in the world, representing a gross tonnage of 6,371,388, only 1,746,933 tons are building in the United Kingdom, whereas in the United States no less than 1,020 vessels with a gross tonnage of 3,382,709 were under construction; of these latter, 927 vessels with 3,193,040 tons being steel vessels.

Of the balance of the 4,624,455 tons, the total of building in allied and neutral countries, Canada produced 301,201 tons, Japan 260,875 tons and Holland 204,530 tons.

As regards shipbuilding in the United Kingdom alone, the total steam and sail for the September quarter amounted to 383 vessels aggregating 1,746,933 tons, a decrease of 68,000 tons from June, and of 132,600 from September, 1917.

It is further added in the report that steam vessels commenced during the September quarter were 84, with a gross tonnage of 341,341, and vessels launched were 67, amounting to 256,984.

The majority of the ships under construction at present run from 5,000 to 6,000 tons, and of larger sizes there are 36 between 6,000 and 8,000 tons; 27 from 8,000 to 10,000 tons, while the largest are 2 between 20,000 and 25,000 tons.

Board of Trade Returns.

Another welcome sign of the times is the revival of the Monthly Statistics of Imports of articles of food, which are given in the November accounts for the first time since the beginning of 1917.

As it is proposed to deal comprehensively with the imports of grain, provisions, etc., when the year's totals are published in about a month's time, it is superfluous to do more than remark here that the quantities of imports of the leading Canadian staples have been upon the whole satisfactory in comparison with the same eleven months of 1917, although there was a reduction of approximately 4,000,000 cwts. of wheat.

Upon the other hand imports of Canadian flour advanced by over 1,600,000 cwts.

Turning to the accounts themselves, the war was still in progress during the first half of November, so it is not surprising that the figures show little change from the course pursued during the previous months, the imports again being very heavy in value, and having only been exceeded upon three previous occasions.

Increased Supplies of Fresh Fish.

The noticeable improvement in the monthly returns of sea fisheries which was evidenced in October, when the figures rose from 77,368 cwts. in 1917 to 1,057,110 cwts. in 1918, was well maintained, and indeed proportionately improved in November when the quantity of wet fish landed in England and Wales aggregated 682,134 cwts. as against 357,362 cwts. in November, 1917, the respective values being £1488,041 in 1918, and £998,839 in 1917.

In view of the still restricted supplies of meat, the restoration of the sea fisheries is a matter of the greatest importance to this country and one which is already receiving the most active attention; operations for the removal of mines and other hindrances having been promptly commenced immediately upon the cessation of hostilities, while, as many vessels and other accessories of the fishing fleets which have been diverted to war purposes will be made re-available for the fisheries with the greatest possible despatch, it is anticipated that the almost unlimited supplies of fresh fish which have always been a valuable diet to the population of this country will be gradually restored.

PARTICULARS OF STANDARD IRISH BUTTER KIELS AND PYRAMID BOXES POPULAR ON THE BRITISH MARKET.

In connection with the article published in *Weekly Bulletin* 780 of January 6, page 13, relating to Irish packing of butter for the British market, the Irish Department of Agriculture and Technical Instruction has issued specifications of kiels and boxes which will be of interest to Canadian manufacturers and exporters of butter containers and shooks for same. We quote below:—

The following are the particulars of the standard kiels and pyramid boxes which it is desirable that all makers of butter, using these classes of package, should adhere to, experience having shown that uniformity in the shape and size of packages of the same type is highly appreciated by butter merchants.

SPECIFICATION FOR STANDARD 56-POUND PYRAMID BOX.

(1) *Timber.*

Well-seasoned wood as free as possible from odour, resin and knots, planed smooth and the edges either planed or cut with a fine saw. Thickness to be nine-sixteenths inch full.

(2) *Number of separate pieces of timber in box.*

- (a) Sides to be made up of two pieces.
- (b) Ends to be made up of two or three pieces.
- (c) Bottom to be made up of two pieces.
- (d) Lid to be made up of two pieces.

(3) *Break.*

To be not less than $2\frac{7}{8}$ inches (inclusive of the tongue or groove).

(4) *Nails.*

Cement-coated steel wire nails of the undermentioned numbers, lengths, and gauges to be used:—

Number of nails attaching side to end of box to be 8; length of nail to be $2\frac{1}{2}$ inches; gauge to be 13.

Number of nails in bottom to be 12; length of nail to be $1\frac{3}{4}$ inches; gauge to be 13.

Number of nails in lid to be 8; length of nail to be $1\frac{1}{4}$ to $1\frac{1}{2}$ inches; gauge to be 13.

(5) *Lid.*

Lid to cover box exactly without projecting over sides or ends of box.

(6) *Dimensions (internal).*

Bottom to be 11 inches by 11 inches.

Top to be 12 inches by 12 inches.

Depth to be 13 inches.

A divergence of one-eighth of an inch in any dimension is considered sufficient to cover all allowances for errors in cutting the timber.

It is recommended that an experienced person should be employed to put the boxes together when the material is purchased in "shooks."

The "shooks" should be secured with strong cord or galvanized wire. Ordinary iron wire rusts and disfigures the material.

All box material should be kept in a dry store.

Pyramid boxes made to the foregoing specification, which is that originally approved by the department, have given complete satisfaction; but for some time great difficulty has been experienced in procuring suitable timber.

The following alternative specification has, therefore, been drawn up. In buying boxes made to this specification purchasers should carefully examine the timber of which the boxes are constructed, as there is a tendency to use small pieces of sappy or badly seasoned wood in making such packages.

Green or sappy timber is conducive to the growth of moulds, and should never be used in the packing of butter.

ALTERNATIVE SPECIFICATION FOR 56-POUND PYRAMID BUTTER BOX.

(1) *Timber.*

Well seasoned wood as free as possible from odour, resin, and knots, planed smooth and the edges either planed smooth or cut with a fine saw. Thickness to be nine-sixteenths inch full.

(2) *Number of separate pieces of timber in box.*

The bottom, lid, sides and ends may each be made of not more than six pieces, dovetailed and glued together, leaving the joints flush (i.e., free from rough edges) and free from glue smears. Glue smears aid the growth of moulds.

(3) *Nails.*

Cement-coated steel wire nails of the undermentioned numbers and lengths to be used:—

Number of nails attaching side to end of box to be 8; length of nail to be $2\frac{1}{2}$ inches; gauge to be 13.

Number of nails in bottom to be 12; length of nail to be $1\frac{3}{4}$ inches; gauge to be 13.

Number of nails in lid to be 8; length of nail to be $1\frac{1}{4}$ to $1\frac{1}{2}$ inches; gauge to be 13.

(4) *Lid.*

Lid to cover box exactly without projecting over sides or ends of box.

(5) *Dimensions (internal).*

Bottom to be 11 inches by 11 inches.

Top to be 12 inches by 12 inches.

Depth to be 13 inches.

A divergence of one-eighth of an inch in any dimension is considered sufficient to cover all allowances for errors in cutting the timber.

It is recommended that an experienced person should be employed to put the boxes together when the material is purchased in "shooks."

The "shooks" should be secured with strong cord or galvanized wire. Ordinary iron wire rusts and disfigures the material.

All box material should be kept in a dry store.

SPECIFICATION FOR STANDARD 112-POUND KIEL.

To be made of best white beechwood, thoroughly seasoned.

(1) *Dimensions (internal).*

Diameter, $13\frac{3}{8}$ inches at top and bottom, $15\frac{3}{4}$ inches at bulge. Distance from upper surface of bottom to lower surface of lid to be $19\frac{5}{8}$ inches.

(2) *Hoops.*

Ten hoops to be used; 5-foot "half hoops" to be used at top and bottom of kiel; 6-foot "half hoops" to be used at bulge.

The use of "twigged" or "notched" hoops to be optional, but preference to be given to "twigged" hoops.

(3) *Lids and Bottoms.*

To be made up of two, or at the most three, separate pieces—cut $\frac{1}{2}$ -inch, with $\frac{7}{16}$ -inch finish.

(4) *Weight of Finished Kiel.*

To be not less than 13 pounds.

THE USE OF CLIPS, HANDLES AND CANVAS COVERS.

Clips and handles are not necessary for the present system of carrying butter when the boxes are made sufficiently strong. Clips and handles also involve extra labour and expense, and do not present a good appearance, consequently their use should be discontinued.

It is strongly recommended that all kiels, kegs, and pyramid boxes should be wrapped in canvas covers in order to protect them from dirt in transit. A few buyers,

however, have expressed a preference for uncovered boxes, giving as reasons, (1) that the carriers use the covers as a sling to throw the boxes in place of lifting them; (2) that when no covers are used the damaged boxes in a consignment are more readily seen and claims can be made at once. Covers, when used, should accordingly be wrapped tightly and closely on to the box, and so secured that the carriers cannot use them as a sling.

KEGS.

A keg for 56 pounds should weigh at least seven pounds. The following are suggested as suitable dimensions (internal):—

Diameter, $11\frac{1}{4}$ inches at top and bottom; $12\frac{3}{4}$ inches at the bulge. Distance from upper surface of bottom to lower surface of lid to be $14\frac{5}{8}$ inches.

In the case of both kiels and kegs the grooves for the lid and bottom should be well sunk, and the ends of the staves around the lid suitably bevelled off. Nails are not needed in the hoops on the bulge, provided they are properly coopered on, a few short nails in the top and bottom hoops may be used to hold them in position.

The internal dimensions recommended for a 28-pound pyramid box are:—

28-POUND BOXES.

Bottom— $9\frac{5}{8}$ inches by $9\frac{5}{8}$ inches.

Top— $10\frac{1}{4}$ inches by $10\frac{1}{4}$ inches.

Depth— $8\frac{3}{4}$ inches.

The timber should be $\frac{3}{8}$ -inch full when planed.

1. SPECIFICATION FOR BOX TO HOLD FIFTY-FOUR CARTONS.

Internal Dimensions.—20 inches by $13\frac{1}{2}$ inches by $7\frac{1}{8}$ inches.

Bottom and lid to be made up of two pieces.

Sides and ends to be made up of one piece.

Thickness of Timber.

Sides, $\frac{1}{2}$ inch; ends, $\frac{3}{4}$ inch; bottom, $\frac{3}{8}$ inch; lid, $\frac{3}{8}$ inch.

Nails.

Cement-coated steel wire nails. Length, $1\frac{1}{2}$ inches; gauge, 13.

Number of nails attaching side to end to be three.

Number of nails attaching bottom to end to be four.

Number of nails attaching bottom to side to be two.

Number of nails attaching lid to ends to be four.

2. SPECIFICATION FOR BOX TO HOLD TWENTY-FOUR CARTONS.

Internal Dimensions.— $13\frac{1}{2}$ inches by 9 inches by $7\frac{1}{8}$ inches.

Bottom, lid, sides, and ends, each of one piece.

Thickness of Timber.

Sides, $\frac{3}{8}$ inch; ends, $\frac{1}{2}$ inch; bottom, $\frac{3}{8}$ inch; lid, $\frac{3}{8}$ inch.

Nails.

Cement-coated steel wire nails. Length, $1\frac{1}{2}$ inches; gauge, 13.

Number of nails attaching side to end of box to be three.

Number of nails attaching bottom to end to be three.

Number of nails attaching bottom to side to be one.

Number of nails attaching lid to end to be three.

3. SPECIFICATION FOR BOX TO HOLD TWELVE CARTONS.

Internal Dimensions.—9 inches by $6\frac{3}{4}$ inches by $7\frac{1}{2}$ inches.

Thickness of Timber.

Ends, $\frac{3}{8}$ inch; sides, bottom, and lid, $\frac{1}{4}$ inch.

NOTE.—Nailed similarly to specification No. 2.

4. SPECIFICATION FOR BOX TO HOLD 24 BY $\frac{1}{2}$ -POUND CARTONS.

The cartons having the following dimensions: 5 inches long by $1\frac{3}{4}$ inches by $1\frac{1}{4}$ inches.

Internal Dimensions of Box.— $11\frac{1}{4}$ inches by $7\frac{1}{2}$ inches by $5\frac{1}{2}$ inches.

Timber and nails as in specification No. 3.

BRITISH GOVERNMENT WITHDRAWS MANY RESTRICTIONS ON COMMERCE.

Mr. G. T. Milne, the Senior British Trade Commissioner in Canada and Newfoundland, has been instructed by the Imperial Department of Overseas Trade in London to give publicity to the terms of a cable despatch dated December 24 which he has received from his department.

Since the armistice was signed many restrictions on commerce have been withdrawn, while in the case of those which remain licenses are being granted much more freely than previously. Particulars regarding these relaxations will be published weekly in the *Board of Trade Journal*, the official organ of the Imperial Government for notices regarding trade.

Orders placed during the war period now have good prospects of being executed, and arrangements for new business should be made without delay.

The following relaxations in particular should be noted:—

1. Permits to manufacture and priority certificates in connection therewith are no longer necessary.

2. Firms are at liberty to accept civil or commercial orders for immediate execution, thus freeing the engineering industry among others, for commercial work.

3. All the principal kinds of raw materials may now be used for the commercial manufacture of goods for export, but these raw materials themselves may not be exported in certain cases without licenses. Among those to which this condition applies are the following:—

Aluminium.
Antimony.
Brass.
Copper.
Iron.
Lead.
Nickel.
Spelter or zinc.
Steel.
Tin.

In general, restrictions on the export of manufactured goods have been removed, while they have been retained in the case of raw materials.

The following list indicates the most important items the export of which was formerly prohibited to all countries, but are now permitted to be exported to any part of the British Empire:—

- Articles of aluminium.
- Articles—manufactures of asbestos.
- Belting, cotton—including belting impregnated with balata or rubber.
- Bicycles—complete.
- Bicycle tires and parts.
- Boots and shoes (except children's with soles or uppers of leather).
- Brooms.
- Brushes (except tooth brushes).
- Copper, and manufactures of, except wire, bars, plates, rods, sheets, strips, tubes.
- Galvanized sheets, corrugated or flat.
- Grindstones.
- Glass for optical instruments.
- Hand tools for agriculture.
- Hollow-ware, domestic, of iron or steel plate.
- Iron and steel rivets, nuts and screws.
- Iron and steel wire cloth.
- Incandescent mantles and rings.
- Jute cordage and twine, padding and webbing twist and piece-goods.
- Linoleum.
- Magnesite and magnesite bricks.
- Magnetos and parts.
- Nails, wire.
- Photographic materials.
- Rubber manufactures—except surgical gloves.
- Surgical bandages and dressings.
- Steel sheets (black).
- Tools (small).
- Wagons and carts, and parts.
- Wool and hair, manufactures of, not to include raw wool or yarns.

Certain factors will continue to hamper the export trade, notably (1) shortage of labour till the army is demobilized, (2) shortage of tonnage, (3) the need for reorganization of plant in certain industries before resuming normal work, but it is considered that the effect of these factors will diminish greatly in a few months.

SHIP SAILING FOR AUSTRALIA AND NEW ZEALAND FROM ST. JOHN, N.B.

The New Zealand Shipping Company, Limited, has advised the Department of Trade and Commerce that cable advice from London has just been received that the steamer *Cufic* has been allocated to them to load at St. John, N.B., for New Zealand and Australia. This steamer is due at St. John about January 20 and they hope to sail her about February 5. She will load for Auckland, Wellington, Lyttleton, Dunedin, Melbourne and Sydney and proceed via the Panama canal. Applications for space should be addressed to the New Zealand Shipping Co., Ltd., 213 Board of Trade Building, Montreal.

BULK OF POPULATION OF SIBERIA NEARER TO PORTS OF EUROPEAN RUSSIA THAN TO VLADIVOSTOK.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, Siberia, November 18, 1918.—The opening of the Baltic ports and the establishment of safe railway communication with Siberia will alter the position with regard to economic relief and the dependence placed upon the Trans-Siberian railway. The bulk of the population of Siberia are situated in territory which is nearer the Baltic ports than to Vladivostok. The following comparative table shows the relative distances to points in Western Siberia between Irkutsk and Cheliabinsk from Vladivostok, the Baltic ports of Petrograd, Riga and Libau, the Arctic port of Archangel and the port of Odessa on the Black sea:—

To	Vladivo- stock. Miles.	From				
		Petrograd via Tiumen and Vologda. Miles.	Archangel via Tiumen and Vologda. Miles.	Riga via Samara and Moscow. Miles.	Libau via Samara and Moscow. Miles.	Odessa via Kharkov and Penza. Miles.
Irkutsk..	2,020	3,414	3,436	3,720	3,842	4,068
Krasnoïarsk..	2,698	2,736	2,758	3,042	3,164	3,390
Achinsk (for Minusinsk)..	2,814	2,620	2,642	2,926	3,048	3,274
Taiga (for Tomsk)..	3,032	2,402	2,424	2,704	2,826	3,056
Novo-Nicolaïevsk (for the Altai)..	3,176	2,258	2,280	2,564	2,686	2,912
Tatarskaya (for Kolundin rail- way)..	3,462	1,972	1,994	2,278	2,400	2,626
Omsk..	3,566	1,868	1,890	2,174	2,296	2,522
Petropavlovsk..	3,736	.....	.....	2,004	2,126	2,352
Kurgan..	3,904	.....	.....	1,836	1,958	2,184
Cheliabinsk..	4,064	.....	.....	1,676	1,798	2,024
Tiumen..	3,924	1,510	1,532	.....	.....	—
Ekaterinburg..	4,127	1,308	1,330	.....	.....	—

The above table shows clearly the comparative distances of the various routes by which it is possible to ship merchandise to centres in Western Siberia. It may be seen that the point approximately half way between the Baltic and Vladivostok is somewhere between the stations of Taiga and Achinsk. A reference to the statistics of population indicates that out of a total population for the whole of Siberia estimated at 10,510,200, approximately 7,408,700 live west of the boundary line between the provinces of Tomsk and Yenisei which crosses the railway between the two stations mentioned above. The following table with figures taken from the Russian Year Book gives the population of the various Siberian provinces on January 1, 1912:—

POPULATION BY PROVINCES.

Western Siberia:—

Province.	
Tobolsk..	1,822,600
Akamolinsk..	1,256,300
Semipalatinsk..	787,100
Tomsk..	3,542,700
Total for Western Siberia..	7,408,700

Central Siberia:—

Province.	
Yenisei..	832,000
Irkutsk..	606,100
Total for Central Siberia..	1,438,100

Eastern Siberia:—

Province.	
Trans-Baikal..	758,000
Yakutsk..	311,100
Amur..	162,900
Maritime..	382,800
Sakhalin..	12,700
Kamchatka..	35,900
Total for Eastern Siberia..	1,663,400

EXTENT OF TERRITORY SERVED FROM VLADIVOSTOK.

The bulk of the population of Siberia are therefore situated on the fertile agricultural steppe districts of Western Siberia, which in regard to distance by railway are nearer to the ports of European Russia than to the Russian ports on the Pacific ocean. This fact must be taken into consideration in connection with the distribution of goods for Siberia. Before the outbreak of the European war goods were only supplied from Vladivostok for the territory east of lake Baikal, containing approximately 16 per cent of the total population of Siberia. For manufacturers and exporters in Eastern Canada it is more convenient to ship to ports in European Russia, since the long rail haul across Canada is thereby avoided. On the other hand Canadians have also a very great interest in the development of transpacific trade with Siberia. Various factors influence the route by which it is most convenient to transport merchandise to Siberian centres, but it may be expected that when conditions again become normal the relative importance of Vladivostok as an importing centre for the interior will decline and that eventually goods will be shipped through this port only for the territory east of the Yeneisei river.

APPLE PRICES IN GREAT BRITAIN.

Prepared by Fruit Commissioner C. W. Baxter, Canadian Department of Agriculture, in collaboration with Canadian Trade Commissioner J. Forsyth Smith, Liverpool.

Ottawa, January 4, 1919.—Since the lifting of the embargo in November considerable quantities of Canadian apples have been shipped to British markets. These have in all cases sold at maximum prices regardless of the size of package, the variety of apple or the grade. This indicates the keen demand existing in the old country for Canadian fruit.

Early in December the prices of apples were fixed in Great Britain as follows:—

Size of Package.	Primary Distributors' Maximum.	Primary Distributors' Profit.	Retailers' Maximum.
Nova Scotia barrel (112 pounds)	58s. 4d.	6s.	84s. 0d.
Ontario barrel (130 pounds)	67s. 8d.	6s.	97s. 6d.
Boxes (38 pounds)	19s. 9d.	2s.	28s. 6d.

At that time the ocean freight rate was \$5 per barrel and \$2 per box. It was felt by box shippers in Canada that a rate of \$2 on boxes was unfair, as the fixed maximum was, in the case of shipments from British Columbia particularly, less than the laid down cost. Efforts were therefore made to have the maximum price on boxed apples fixed at a somewhat higher figure. These efforts were unavailing. The British authorities were interested solely in the importation of apples as a cheap food; boxes were considered to be a luxury. It was therefore pointed out that a rate of \$2 per box compared with the rate of \$5 on barrels was a decided discrimination against boxes. This resulted in the lowering of the ocean rate on boxes to \$1.25.

Since the lifting of the embargo approximately 75,000 barrels have been exported, or are now loading from Nova Scotia, and 20,000 barrels from Ontario; British Columbia has exported approximately 7,000 boxes.

Considerable quantities are expected to go forward during January.

1. SUMMARY OF THE TRADE OF CANADA, WITH PRINCIPAL EXPORTS AND IMPORTS.

Dominion Bureau of Statistics, Department of Trade and Commerce.

Ottawa, December 28, 1918.

Imports for consumption—	Twelve months ending November.		
	1916.	1917.	1918.
Dutiable goods	\$ 408,802,094	\$ 559,450,591	\$ 508,223,512
Free goods.	335,489,605	461,886,997	387,014,785
Total imports, merchandise.	\$ 744,291,699	\$ 1,011,337,588	\$ 895,238,297
Duty collected.	\$ 136,159,221	\$ 168,265,607	\$ 153,738,173
Canadian exports—			
The mine.	\$ 78,457,189	\$ 80,820,961	\$ 75,107,769
The fisheries.	23,786,818	27,937,967	32,881,464
The forest.	54,515,579	52,706,389	64,281,861
Animal produce.	114,458,052	172,010,209	166,022,053
Agricultural products.	366,781,913	487,297,365	372,869,683
Manufactures.	408,026,574	703,057,168	554,053,101
Miscellaneous.	7,814,506	5,136,051	4,929,831
Total exports, merchandise.	\$ 1,053,840,631	\$ 1,528,966,110	\$ 1,270,145,762
Imports by countries—			
United Kingdom.	\$ 101,087,182	\$ 94,180,405	\$ 71,006,779
Australia.	834,404	982,322	5,201,146
British East Indies.	6,576,485	12,814,631	16,936,594
British Guiana.	5,460,836	7,850,909	5,169,471
British South Africa.	289,720	464,731	805,032
British West Indies.	13,276,602	11,555,090	8,675,783
Hong Kong.	1,292,735	1,739,801	2,339,433
Newfoundland.	1,829,429	2,829,932	3,198,199
New Zealand.	3,143,518	3,390,778	6,037,450
Other British Empire.	1,561,907	1,393,504	1,563,758
Argentine Republic.	2,494,057	2,073,136	1,345,950
Brazil.	1,026,446	1,132,842	979,268
China.	1,078,359	1,232,400	1,863,447
Cuba.	769,286	1,085,002	2,021,730
France.	6,365,395	5,891,883	3,799,724
Italy.	1,134,790	949,981	662,846
Japan.	7,285,117	10,814,267	13,109,108
Netherlands.	1,159,536	1,158,658	621,904
United States.	5,572,619,470	832,058,783	731,876,455
Other foreign countries.	15,015,226	17,738,533	18,024,220
Exports by countries—			
United Kingdom.	\$ 682,624,331	\$ 870,217,364	\$ 638,536,280
Australia.	7,410,291	7,489,409	11,263,020
British East Indies.	1,283,731	4,167,188	2,260,649
British Guiana.	1,546,777	1,953,351	2,096,976
British South Africa.	3,936,841	5,190,449	9,546,467
British West Indies.	4,804,662	6,349,321	7,999,946
Hong Kong.	648,231	1,099,094	910,178
Newfoundland.	6,071,752	8,320,222	10,528,221
New Zealand.	3,464,396	4,046,608	4,443,013
Other British Empire.	4,892,668	1,490,683	2,229,667
Argentine Republic.	2,126,686	1,605,624	2,210,522
Brazil.	905,793	1,103,459	3,814,912
China.	297,041	1,424,136	2,920,567
Cuba.	2,069,561	3,632,700	4,367,925
France.	53,823,211	193,006,768	105,237,739
Italy.	11,156,751	2,530,428	6,793,539
Japan.	1,356,083	3,323,818	10,339,213
Netherlands.	1,476,693	2,329,556	1,031,591
United States.	252,009,838	395,213,843	432,292,450
Other foreign countries.	11,934,294	14,472,089	11,322,887

2. Principal Articles Imported into Canada for Consumption.

	Twelve months ending November.		
	1916.	1917.	1918.
Animals, living.. . . .	\$ 981,866	\$ 2,522,480	\$ 1,814,165
Articles for army and navy.. . . .	115,306,928	168,133,942	63,132,606
Asphaltum or asphalt.. . . .	510,722	404,978	385,920
Books and printed matter.. . . .	5,579,489	6,331,171	6,805,145
Breadstuffs.. . . .	11,987,653	20,014,552	25,920,832
Bricks, clays and tiles.. . . .	2,307,745	3,913,327	4,613,574
Butter.. . . .	582,956	176,853	181,284
Buttons and materials.. . . .	948,224	955,956	1,018,200
Cheese.. . . .	206,339	140,927	90,203
Clocks and watches.. . . .	2,289,558	2,333,972	2,342,175
Coal—			
Anthracite.. . . .	22,160,953	27,824,286	25,500,762
Bituminous.. . . .	15,201,687	41,096,870	45,600,342
Cocoa and chocolate.. . . .	3,023,365	3,017,789	3,806,166
Coffee.. . . .	2,121,165	2,424,915	1,849,470
Cordage and twine.. . . .	7,315,155	9,635,364	6,381,911
Cotton.. . . .	46,911,986	57,396,312	67,407,704
Curtains and shams.. . . .	380,925	396,433	331,233
Drugs, dyes, chemicals, etc.. . . .	26,176,568	26,197,916	32,336,426
Earthenware and chinaware.. . . .	2,092,545	2,627,774	2,132,025
Eggs.. . . .	864,303	1,584,584	1,020,667
Electric apparatus.. . . .	5,531,670	10,245,142	11,186,146
Fancy goods.. . . .	3,627,755	3,547,438	3,509,151
Fish.. . . .	1,743,234	2,317,733	2,707,456
Flax, hemp and jute.. . . .	9,674,349	10,476,148	14,003,739
Furs.. . . .	3,218,089	4,003,397	4,443,458
Gloves and mitts.. . . .	1,595,673	1,885,546	1,081,669
Grasses and fibres.. . . .	3,885,648	5,869,285	8,911,296
Gutta-percha and rubber.. . . .	10,270,887	14,139,702	11,979,764
Hats and caps.. . . .	4,082,227	4,723,902	5,031,574
Hides and skins.. . . .	12,141,742	11,820,942	5,435,256
Jewellery.. . . .	926,714	897,038	730,950
Lard.. . . .	489,752	940,750	662,138
Leather.. . . .	10,034,420	10,022,107	11,075,919
Meats.. . . .	18,933,367	37,113,481	6,128,339
Metals—			
Brass.. . . .	5,036,884	6,099,455	5,180,009
Copper.. . . .	7,139,227	9,985,937	6,177,873
Gold and silver.. . . .	507,640	345,810	242,707
Iron and steel.. . . .	109,739,043	162,600,179	147,907,312
Lead.. . . .	2,090,864	1,274,911	1,177,220
Tin.. . . .	7,860,824	15,326,509	15,793,679
Zinc.. . . .	2,265,961	2,183,305	1,406,757
Other metals.. . . .	10,140,453	14,781,828	12,174,098
Musical instruments.. . . .	2,211,247	3,513,021	3,298,233
Oils.. . . .	20,339,474	31,744,810	43,724,677
Paints, colours and varnish.. . . .	3,025,112	3,346,254	3,353,602
Paper.. . . .	6,111,088	7,877,190	8,053,291
Pickles and sauces.. . . .	442,148	451,766	428,496
Ribbons.. . . .	1,850,041	1,658,772	1,810,763
Seeds.. . . .	2,459,081	1,633,041	2,082,520
Settlers' effects.. . . .	4,681,817	6,272,690	5,736,620
Silk.. . . .	12,452,152	13,697,490	19,712,320
Soap.. . . .	979,311	1,040,275	1,297,960
Spirits and wines.. . . .	3,915,791	3,968,918	2,652,881
Stone, marble and slate.. . . .	1,309,173	1,788,976	2,078,079
Sugar and molasses.. . . .	32,109,079	38,899,894	35,311,580
Tea.. . . .	7,574,161	11,959,288	7,495,732
Tobacco.. . . .	6,327,836	7,020,577	10,319,767
Tobacco, pipes, etc.. . . .	672,117	897,968	700,450
Vegetables.. . . .	3,522,001	4,668,180	3,969,814
Vehicles.. . . .	16,187,497	22,815,618	19,513,279
Vessels.. . . .	426,493	1,706,397	2,933,310
Wood.. . . .	11,083,467	14,780,252	16,348,110
Wool.. . . .	42,006,880	38,172,525	38,308,773
All other articles.. . . .	65,919,178	85,692,740	90,446,720
Total imports.. . . .	\$ 744,291,599	\$1,011,337,588	\$ 895,238,297

3. Principal Articles of Canadian Produce Exported from Canada.

	Twelve months ending November.		
	1916.	1917.	1918.
Animals, living.. . . . \$	13,768,772	20,931,372	23,828,092
Butter lb.	7,713,265	4,008,186	9,731,599
" \$	2,377,740	1,572,438	4,274,606
Cheese lb.	170,196,549	182,182,971	165,576,618
" \$	32,730,759	40,007,267	37,779,226
Clothing \$	4,499,456	9,149,782	15,788,885
Coal tons.	2,063,209	1,792,863	1,877,432
" \$	6,709,706	7,592,455	9,623,540
Cartridges \$	193,576,930	418,423,704	235,741,884
Other explosives \$	26,763,185	44,663,995	39,323,314
Fish \$	23,471,563	27,185,400	32,064,559
Furs \$	5,072,587	6,520,993	9,708,599
Grain—			
Oats bush.	73,400,109	55,950,093	34,879,920
" \$	36,126,457	36,934,437	30,370,762
Wheat bush.	210,427,607	137,022,900	76,602,715
" \$	244,322,504	310,788,803	181,245,016
Other grain bush.	13,290,433	8,963,892	6,360,177
" \$	10,251,925	10,465,231	10,929,184
Gutta-percha and rubber \$	3,318,533	2,872,676	3,853,325
Hides and skins \$	6,414,054	9,305,860	5,269,993
Leather \$	6,709,266	10,238,188	14,127,431
Meats—			
Bacon lb.	184,873,591	227,538,105	110,131,946
" \$	36,107,721	57,313,904	34,845,125
Beef lb.	44,165,621	77,888,313	115,003,133
" \$	5,629,122	11,070,572	21,854,333
Canned meats lb.	8,070,047	15,857,811	6,706,576
" \$	2,105,663	4,178,835	2,223,470
Pork lb.	13,044,890	12,871,814	33,160,576
" \$	2,241,970	2,955,563	10,479,984
Other meats \$	1,128,121	2,354,842	2,328,492
Metals—			
Aluminum, ingots, etc. . . . cwt.	203,271	210,947	209,222
" \$	5,456,772	7,149,276	7,032,493
Asbestos tons.	130,080	149,460	140,167
" \$	4,080,297	5,273,800	7,785,442
Brass, old and scrap. . . . cwt.	382,336	624,248	99,341
" \$	5,959,144	10,114,035	1,572,611
Copper \$	22,516,462	23,126,840	20,676,803
Gold \$	17,022,441	17,819,739	10,360,130
Iron and steel \$	61,255,113	44,139,180	47,887,101
Nickel cwt.	899,634	819,049	875,957
" \$	8,631,851	8,729,273	10,707,743
Silver oz.	25,469,133	22,508,233	19,368,657
" \$	15,339,273	17,889,396	18,134,395
Other metals \$	7,126,367	10,663,053	12,876,661
Milk and cream \$	2,162,330	4,213,165	8,018,046
Paper—			
Printing cwt.	10,452,863	11,724,817	12,814,709
" \$	20,721,543	31,436,171	37,190,410
Other paper \$	2,414,402	3,300,875	6,030,710
Seeds—Flax bush.	4,185,548	6,140,542	3,010,375
" \$	7,700,615	17,884,911	10,611,448
Textiles \$	5,129,592	16,312,116	17,681,608
Vegetables \$	7,588,024	21,036,320	11,263,515
Vehicles—			
Automobiles number.	14,107	9,879	9,019
" \$	7,174,440	4,717,593	4,307,475
Automobile parts \$	679,879	1,852,571	1,054,376
Other vehicles \$	5,072,403	15,291,903	16,129,389
Wheat flour brl.	8,127,600	8,432,704	9,799,927
" \$	46,098,584	73,790,356	104,808,244
Wood—			
Planks, boards M ft.	1,351,714	1,232,697	1,195,820
" \$	26,357,407	27,726,949	33,855,023
Other, unmanufactured \$	28,111,735	24,909,872	30,362,115
Wood-pulp cwt.	11,065,888	10,346,923	11,495,064
" \$	16,680,984	25,963,783	32,580,619
Other wood, manufactured .. . \$	1,190,334	747,076	826,551
All other articles \$	66,046,594	80,351,540	92,733,024
Total exports	1,053,840,631	1,528,966,110	1,270,145,762

NEWS OF COMMERCIAL INTEREST FROM THE BAHAMAS.

CANADIAN COMMERCIAL AGENT R. H. CURRY.

CLIMATE.

Nassau, December 23, 1918.—The climate of these islands cannot be rivalled anywhere in this hemisphere; there are no violent transitions from heat to cold, the maximum temperature recorded being 93 degrees, and the minimum which was recorded in January, 1905, being 51.5 degrees. Generally speaking, our winter temperature varies from around 60 degrees to about 75 degrees, and as there is little rain throughout the "winter" months, the atmosphere is delightfully crisp, while fogs, and the evils of a humid atmosphere are practically unknown.

ACCOMMODATION.

The continuance of the great war, coupled with the growing stringency of the regulations governing travel, have made it impossible for the two splendid hotels owned by the Florida East Coast Hotel Company, to be opened during the past two seasons, but now that hostilities have ceased, there is every reason to hope for a return to normal conditions before very long. Apart from the hotels mentioned, there are numbers of private hotels and boarding houses, particulars of which will gladly be given by the Development Board of the Colony, or by this office.

SHIPPING POSITION.

This colony is still without direct communication with Canada, which is a fact greatly to be deplored. There is some prospect, however, that now that the war is over, something may be done through the combined efforts of the Imperial, Canadian, and West Indian Governments. The Secretary of State for the Colonies has already cabled this Government his intention of appointing a "committee to consider the probable effect of shipping position after the war on British trade with the West Indian colonies, on intercolonial communications, and to report on what, if any, measure should be taken to maintain adequate communications between the colonies, and to provide for increased port and other facilities for shipping." The Bahamas Chamber of Commerce has asked the governor to approach the Home Government with a view to the inclusion of this colony in any line established between Canada and the West Indies. Thus it is to be hoped that in the reconstruction and linking up of the Empire, which is certain to follow this war, the little "forgotten colony" of the Bahamas, may be once again remembered.

INQUIRIES.

This office is always more than pleased to do all that can be done in the way of supplying intending visitors with all the information as to transportation and accommodation available, and the commercial agent will be glad to do all that he can for the comfort of those who visit the Bahamas.

TRADE INQUIRIES.

Since writing our last report we have received a number of letters from Canadian houses relative to the prospects of business in the Bahamas after the war.

PERSONAL INVESTIGATION.

While it is true that the commercial possibilities of the Bahamas are limited, it is equally true that there is a fair amount of business to be done in a good many lines. We therefore urge upon any merchants or dealers who may be interested in securing a

larger amount of this business for the Dominion, the fact that it is advisable to send representatives to Nassau. In this way it will be possible to see exactly the conditions under which business is done in the colony, and to get into touch with the importers personally.

WAR RECORD OF THE COLONY.

The colony has done well in supplying men, money, and material, for the help of the mother country in her titanic struggle for freedom. Over 600 men, mostly coloured, are on active service, while a great many of the white young men have enlisted in Canadian and American forces. War contributions have amounted to something approaching \$150,000, and more than 50,000 articles, mostly hand-made, have been transmitted overseas for the benefit of the soldiers and sailors, but more particularly the sick and wounded of His Majesty's forces. This is a record of which the colony may justly be proud.

HOME DEFENCE.

In addition to the above the colony has also maintained a small volunteer defence force, about 200 strong. The Commandant of Police, Major E. E. Turner, who was "lent" to this Government by the Canadian Government, and who is a member of the celebrated Royal Northwest Mounted Police, has charge of this department, and has trained the boys to a state of efficiency. Major Turner was also responsible, with the aid of the recruiting committee, for the bulk of the war contingents raised in the Bahamas. The police force has also been strengthened recently by the addition of another Canadian, Lieutenant J. G. Connors, who has been on the western front during the thickest of the fighting.

COMMERCIAL OUTLOOK.

The prolongation of the war almost up till the time of the writing of this report, makes it a difficult matter to predict exactly the prospects for the future trade of the colony. Just at present the outlook is far from bright. Sponge, the foremost of the colony's products, is being bought but only to be stored in warehouses till it will be possible to obtain the necessary steamers for its transportation to the foreign market. This makes the business a highly speculative one, and the prices in the home market are therefore lower than normal. The long delayed reforms directed towards the improvement of the sisal industry are just beginning to materialize, the Government having appointed a sisal inspector whose duties will be to see to it that only well cleaned and properly packed fibre leaves the colony with the Government mark. In the meantime the demand for Bahamas hand-cleaned sisal has fallen to almost nil, and the price has reached a lower level than since the outbreak of the war. There is a prospect of a good tomato season, the only obstacle is transportation, but it is hoped to minimize this by putting on power boats of small tonnage, to transport the fruit to the States via Miami. The citrus fruit trade is practically dead, as the blight has killed great numbers of the trees, and the continued difficulty of transportation hampers progress. There has been a little business also in lumber, cocoanuts, and salt.

FINANCIAL POSITION.

The figures given below dealing with finance, are for the year ending March 31, 1918, those dealing with trade and customs for the year ending December 31, 1917.

The revenue was \$423,249, as compared with \$441,322, in 1916-17 ("Crown" revenue is not included), a decrease of \$18,072 on the previous year.

The expenditure was \$513,411, as against \$474,187 in 1916-17. Expenditure on the Bahamas contingent for the British West Indies regiment, was mainly responsible for this increase.

The Royal Bank of Canada, which has been doing business here since 1908, is now entrusted with the Government accounts, as the Bank of Nassau has ceased to do business. On March 31, 1918, the deposits amounted to \$894,850.

IMPORTS.

The imports during the year ended December 31, 1918, amounted to \$2,407,702, an increase of \$90,326, mainly due to the sharp rise in prices of necessary commodities.

Analyzed under the classification adopted by the Board of Trade, the imports were made up as follows:—

Headings.	United States.	United Kingdom.	1917. Other Countries.	Total.
1. Live animals, food, drink, and narcotics.. . . .	\$1,095,672	\$39,931	\$153,393	\$1,288,996
2. Raw materials—Other	69,770	.....	.....	69,770
3. Manufactured articles—				
Textiles.. . . .	355,304	75,877	10,782	441,963
Metal.. . . .	168,411	22,258	3,922	194,591
Other.. . . .	318,894	22,209	2,317	343,420

The proportion of imports from the United Kingdom, British Possessions, and foreign countries for the last four years is given in the following table:—

	1914. Per cent.	1915. Per cent.	1916. Per cent.	1917. Per cent.
United Kingdom.. . . .	21.0	16.1	11.5	8.7
*Canada.. . . .	1.6	1.0	0.5	0.6
British Possessions.. . . .	2.1	3.8	4.0	5.7
United States.. . . .	72.6	77.9	82.0	84.2
Other countries.. . . .	2.7	1.2	2.0	0.8

EXPORTS.

The value of exports for the year ended December 31, 1917, was \$1,963,103, made up as follows:—

Local products.. . . .	\$1,897,662
Re-exports.. . . .	65,618

The subjoined table shows the direction of the export trade for the past four years:—

	1914. Per cent.	1915. Per cent.	1916. Per cent.	1917. Per cent.
United Kingdom.. . . .	16.0	22.3	12.6	11.9
United States.. . . .	49.7	59.6	65.4	72.1
Canada.. . . .	0.8	0.9	1.7	2.9
British West Indies	0.2	0.3	0.3	0.3
Holland	5.6	2.8	4.2	0.5
Germany.. . . .	9.3	....	....	—
France.. . . .	7.9	3.8	6.1	10.2
Cuba.. . . .	10.3	9.3	8.8	1.7
Other countries	0.2	1.1	0.9	0.4

The exports to Canada show an increase of \$29,463, of which the largest proportion was in sponges, the exports of which were \$24,855 higher than the previous year. The following is an analysis of the exports to the Dominion during the period under review:—

PRODUCTS SHIPPED.

Sponges, 30,771 pounds.. . . .	value.	\$34,326
Pineapples (preserved), 12,640 cases.. . . .	"	19,159
Hides and skins.. . . .	"	2,000

* The figures given for Canada are misleading owing to the fact that all Canadian goods come through America, which is credited as the country of origin, unless the entries specifically designate Canada. A very slight increase of trade with Canada is noted, but until a direct steamship communication is established it is hopeless to expect much advance in this direction.

VITAL STATISTICS.

Births, 1917-1918..	2,134, as against 2,146 in 1916-1917
Deaths, 1917-1918..	1,130, " 947 "

The birth rate was 38.1, and the death rate 20 per 1,000. On the whole the public health was good, there being no epidemic or contagious diseases to report.

Estimated population, January 1, 1917..	59,928
Add excess of births over deaths..	1,004
Total..	60,932

METEOROLOGICAL STATISTICS.

Year.	Temperature.			Means of.		Extremes of.		Rainfall.
	7.30 a.m.	3 p.m.	Mean.	Max.	Min.	Max.	Min.	
1915.	76.0	78.5	72.2	81.0	71.9	86.6	66.6	49.10
1916.	76.4	79.9	77.6	79.9	72.0	83.3	61.4	46.12
1917.	76.0	78.4	77.2	77.8	72.1	84.5	62.0	37.51

TRADE IN HIDES, SKINS AND LEATHER IN FRANCE AND BELGIUM.

(From the *World's Trade in Hides, Skins and Leather* issued by the Tanner's Council of United States of America.)

. France.

TRADE IN HIDES AND SKINS.

Animal Population.—The number of cattle in France is estimated at 12,000,000 and the number of sheep at 11,000,000. While, as will be shown later, France is a large producer of goatskin leather, she depends largely on importations for her raw stock of this class.

Imports of hides and skins into France in 1913 amounted to approximately 201,000,000 pounds, of which 164,000,000 pounds were accounted for by heavy cattle hides, not further classified. Calfskins amounted to 6,000,000 pounds, sheepskins to about 26,000,000, and goatskins to 4,900,000. In 1917 these imports had fallen off to about 110,000,000 pounds, of which nearly 97,000,000 were accounted for by heavy cattle hides.

The consumption of raw stock in France for the first six months of 1918 was estimated at 122,000,000 pounds of domestic hides and skins and approximately 37,000,000 pounds of the imported. Exports of hides and skins from France in 1913, exclusive of re-exports, amounted to about 129,000,000 pounds; but in 1917 these had dropped off to 20,000,000 pounds.

PRODUCTION OF LEATHER.

The only detailed figures for the production of leather in France are the following for 1911, summarized in a report by a special agent of the Department of Commerce: Upper leather, 7,200,000 goatskins, 2,520,000 calfskins, and 720,000 sheepskins; sole leather, 540,000 hides; leather belting, 300,000 hides; fancy leather, 7,020,000 hides. No official or detailed figures for production are available for any later year, but a rough estimate places the consumption of raw stock for 1917 at approximately 260,000,000 pounds.

In normal years about one-quarter of the output of the tanners of France that enters the export trade consists of tawed or tanned sheep, lamb, goat, and kid skins; and these are taken in large quantities by near-by countries such as the United Kingdom, Italy, Spain (and, before the war, Germany), and also the United States, and

finished into shoe-upper and glove leather. Nearly one-third of the finished leather exported consists of natural colour, dyed, or black sheep, lamb, goat, and kid leather, which is used for shoe upper and glove purposes. Probably the larger proportion consists of shoe stock.

Considerable quantities of fine "French calf" for shoes and "French kid" for gloves (specialties of a few firms) are sold in foreign countries—some in Europe, but notably in South America. France, however, is not considered a formidable competitor so far as goat or kid leather is concerned. A certain amount of sole leather is also exported.

IMPORTS AND EXPORTS OF LEATHER.

Statistics of imports and exports of leather for France are available from 1912 to 1916, inclusive. During this period imports of leather rose from 16,638,820 pounds, valued at \$11,330,272, to 39,482,920 pounds, valued at \$31,113,400. In the first year about half of these imports were included in the class "skins other than goat, sheep and lamb, tanned or tawed." There were also large items of "hides and skins, varnished," and "skins other than goat, sheep and lamb, mineral tanned." The remainder of the imports were scattered through a considerable number of classes in relatively small amounts. In 1916 skins of the first-named class constituted an even larger proportion of the total imports, and most other classes had remained stagnant or had fallen off, except for moderate increases in imports of heavy hides, presumably due to the demand for material for army shoes.

Exports of leather from France fell off from 35,284,700 pounds, valued at \$31,404,190, in 1912, to 11,526,900 pounds, valued at \$12,651,800, in 1916. The causes of this falling off are obvious. In 1912 the big items of French leather exports were, of course, goat, sheep and lamb skins, tanned or tawed; other skins, tanned or tawed; goat, sheep, and lamb skins, dyed; and all classes of skins, mineral tanned. The system of classification used in the statistics does not permit of a more detailed description. The falling off in 1916 affected all classes to very much the same extent, with the exception of the single item of chamois skins, which increased slightly.

Belgium.

Animal Population.—In 1913 the number of cattle in Belgium was placed at 1,850,000, and the number of horses at 267,000; but no official figures were available for sheep or goats.

Figures for Belgium are available only for exports and imports of leather for 1912 and 1913, and the classification is not at all detailed. The total imports of leather for these two years amounted, respectively, to 5,044,490 pounds, valued at \$3,498,845, and 5,699,016 pounds, valued at \$4,330,838. About two-fifths of the imports in each of the years indicated come in the class "skins dyed, varnished, lacquered or morocco" and nearly the same amounts in the "all other" class. The bulk of the remainder (nearly 20 per cent) was accounted for by goat and sheepskins tanned with the wool or hair. Exports of leather from Belgium during the two years indicated remained about stationary, between 14,000,000 and 14,500,000 pounds, valued at about \$7,500,000. The great bulk of these exports come in the "all other" class, although there was a considerable item, amounting to about 10 per cent of the total, of "skins dyed, varnished, lacquered or morocco."

The following are the figures for the production of leather in Belgium according to the census of 1911: Sole leather and belting, 200,000 hides; light sole and heavy upper leather, 170,000 hides; calfskins, 118,000 skins; goatskins, 1,400,000 skins; sheepskins, 1,600,000 skins.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

The Ports of Trieste and Fiume.

(From *La Finanza Italiana*.)

Milan, December 11, 1918.—With the Italian occupation of Trieste it is of interest to note that this city is the largest and most important port of the Adriatic. In 1913 for instance the total movement of navigation in the harbour of Trieste amounted to 5,480,074 tons, representing 57.3 per cent of the maritime movement of all that part of the Adriatic coast which was previously under Austria-Hungary. Trieste's importation, for the greater part by way of the sea, amounted in 1913 to 38,022,000 quintals, valued at 3,460,600,000 crowns. Of the 27,400,243 quintals of goods discharged in 1913 at the ports of Istria, Dalmazia and Friuli, about 20,423,197 quintals were unloaded at Trieste, while of the 25,338,854 quintals exported from these districts, 9,816,532 quintals were taken on at Trieste. Moreover the railway movement of the port in 1913 amounted to 26,975,000 quintals.

Trieste possesses (1) a customs port for trade with the interior, a part of which is reserved for commerce in wines; (2) a special port for lumber; (3) a special port for petroleum; (4) a free port, Porto Nuovo, for the maritime trade with the Levant, Egypt, India, and the Orient, and which consists of four docks protected by a long breakwater; (5) another free port, S. Andrea, not yet completed, for trade with the Americas; altogether Trieste possesses about 12,000 metres of quays. The harbour is equipped with numerous hydraulic and steam cranes.

Tonnage Entered and Cleared.

The following table shows the greater part of the tonnage entered and cleared at Trieste in 1913, classified according to mercantile flags:—

Country.	Number of Ships.	Total Tonnage.
Austria.. . . .	11,549	3,888,295
Italy.. . . .	1,894	375,992
British Empire.. . . .	164	691,286
Hungary.. . . .	409	334,451
Greece.. . . .	110	67,014
Germany.. . . .	48	74,973

Origin and Destination of Tonnage.

The table subjoined indicates the origin and destination of the bulk of the tonnage unloaded and loaded at the port of Trieste in 1913:—

Countries.	Imports.	Exports.
Levant.. . . .	834,000	1,108,100
America.. . . .	778,600	848,700
Italy.. . . .	714,300	775,200
England.. . . .	478,300	138,700
Asia (other).. . . .	302,900	244,400
Europe (other).. . . .	262,000	246,600
Africa (other).. . . .	79,000	82,000
Australia.. . . .	16,000	16,500

Port of Fiume.

Fiume after Trieste is the most important port of the Eastern Adriatic and its traffic showed considerable development in the last few years before the war. For instance the tonnage discharged increased from 1,681,151 tons in 1900 to 2,564,665

tons in 1912. The trend of imports and exports during the last thirty years was as follows:—

Years.	Imports. (Thousands of Quintals).	Exports.
1871-75..	936	717
1881-85..	1,534	5,871
1901..	3,970	7,940
1905..	6,110	7,853
1910..	6,956	8,289
1911..	7,751	8,538
1912..	8,792	10,921

The development of Fiume was in a large measure due to its railway connection with Hungary. Before the war the grain trade of the Hungarian provinces and the lumber trade of Slavonia and Bosnia gravitated toward Fiume. A network of railways also connected this port with all that hinterland line beyond Trieste. In fact Fiume constitutes the shortest communication between Italy and the Austria-Hungarian countries.

Italian Bourse Reopened.

By official decree the Italian Bourse resumed operations in all parts of the Kingdom on December 2, 1918. The hours for business are fixed from 1 to 3 p.m. on all days except holidays.

Refrigerating Plants to be Constructed.

With the end in view of encouraging the construction and establishment of refrigerating plants for the conservation of food products, the following concessions are to be granted those companies which make known their intention to undertake such work before January 31, 1919, to the Minister of Food Supplies:—

(1) Such works to be classified as public utilities; (2) exemption from land tax for ten years; (3) exemption from taxation for a similar period of those dividends not exceeding 6 per cent of the capital employed; (4) harbour and railway facilities.

Stamp Tax on Wines.

There has been authorized by recent decree a stamp tax on the sale of all bottles or other containers of wines and liquors, both of national and foreign production. The tax which is graduated is to be proportionate to the sale prices and will run from 5 centesimi to 5 lire, such tax to be paid by the purchaser.

Proposed Swiss-Italian Navigation System.

Not only is there an activity in Germany and France for the handling of Swiss trade through their respective ports, but Italy also is interested in the building up of a Swiss internal navigation system. It has been proposed to link up the Swiss lake of Lugano by a navigable canal with Domodossola and Lago Maggiore and the making of Genoa and Venice the natural ports of Switzerland. In this connection the Italian Chamber of Commerce for Switzerland has approved the following order of the day in a recent sitting: "The Italian Chamber of Commerce for Switzerland after having discussed the question of internal navigation between Italy and Switzerland would strongly urge the Italian industries of naval construction and the Italian navigation companies to interest themselves in the project of constructing a mercantile fleet to be used exclusively in trade with Switzerland and would suggest that such a project might be carried out by the constitution of an Italo-Swiss navigation company which would make Genoa the terminal port." Approval was also expressed of the proposal to connect Switzerland with the Adriatic coast of Italy, when the Venice-Milan line is completed.

Prisoners of War for Italian Agriculture.

To facilitate the autumn and winter sowing of grain in those areas where there is a scarcity of agricultural labourers, an agreement has been reached between the Ministers of War and Agriculture, whereby 200,000 prisoners of war are to be placed at the disposition of the agriculturalists. The assigning of these labourers will be supervised by the committees of agrarian mobilization.

Legal Recognition to Industrial Associations.

The Minister of Industry has authorized that legal recognition be given to those associations which may be formed within any one group of industry and whose purpose of organization into an association is the betterment of the said industry itself and the protection of the collective interests of its members in harmony with the general interests of the country.

The Hemp Production in Italy in 1917.

According to a report recently issued by the Minister of Agriculture the hemp production of Italy in 1917 amounted to 83,700 metric tons or an increase of 11,300 tons over the production of 1916 although the crop was 2,500 tons short of the average for the eight-year period, 1909-1916. The Departments of Emilia and Campania are the principal hemp-producing areas in Italy and the greater part of the 222,393 acres planted in 1917 were sown in these departments.

Restrictions Removed.

By official decree iron and steel and cast-iron goods, including machinery, machine parts, machine tools and tools, are now allowed to be imported into Italy by private firms. It may be noted that these products were included in the list of commodities which the Italian Government undertook to import directly by an earlier official decree and to which reference was made in *Weekly Bulletin* No. 772, page 890.

Customs Tariff on Tobacco Increased.

The Italian tariff on manufactured tobacco has been increased as follows by official decree:—

	Old Tariff per Kilogram	New Tariff per Kilogram.
Cigars (Havana, Manilla and similar) . . .	62 lire (gold)	85 lire (gold)
Cigarettes	62 lire (gold)	85 lire (gold)
Manufactured tobacco of any other variety.	40 lire (gold)	55 lire (gold)

There has also been authorized by the Director General of Monopolies the following increases in the price of tobacco crops:—

	Old Price per Quintal.	New Price per Quintal.
Tobacco purchased loose, with the exception of levantine seeds	45 lire	75 lire
Black tobacco purchased in packages	55 lire	100 lire
Levantine tobacco seasoned and bought in bales..	125 lire	225 lire

It is hoped by the establishing of these new prices that an impetus will be given to the native production of tobacco, as the cultivators by the new schedule of prices will now derive greater profits from their production.

COMMERCIAL NEWS FROM NORWAY AND DENMARK.

CANADIAN COMMERCIAL AGENT C. E. SONTUM.

The Norwegian Pulp Market.

Christiania, Norway, December 13, 1918.—The market for chemical pulp, which has lately shown some improvement, is again more dull. The quotations are now for "strong unbleached," kr. 450 (\$120), for "easy bleaching," kr. 460 to kr. 470 (\$122.67 to \$125.33) per ton f.o.b. The market for sulphite continues quiet. A large shipment of cellulose has just been made to the United States. This cargo amounted to about 4,500 tons and is the first shipment of Norwegian cellulose to the United States since this power went into the war.

The market for mechanical is firm and tonnage now is more available. The stocks of mechanical with the Norwegian mills are, however, small at present.

The Norwegian Crops in 1918.

The Norwegian Director of Agriculture reports as follows in regard to the crops of Norway in 1918.

HAY.

The largest part of the hay crop was well housed. The result for Southern and Western Norway was about a medium crop and in certain districts somewhat less. For Middle and Northern Norway the result was more than a medium crop and in certain districts considerable more than medium.

GRAIN.

The winter seed was on an average of good quality and the resulting crop a medium one or possibly a little better. Of the spring seed the barley turned out a little better than a medium crop. The oats have suffered considerably from the long period of rainy weather after being cut. As to the quantity it is considered that it will show about a medium crop. In certain high situated places the frost has done some damage.

POTATOES.

The crop turned out less than a medium one and at the same time considerable rot is reported from several districts.

TURNIPS.

The crop taken on an average for the whole country was less than a medium one.

A New Bronze-Alloy.

A captain in the Norwegian navy, Mr. Bull, has invented a new bronze-alloy, the so-called M. bronze, which is particularly adapted for bearings, armaments and machinery parts, where a comparatively high hardness is required and for welding and rolling. In order to satisfy different requirements the bronze is worked out in three qualities, viz., one hard M.H., one medium hard M.M., and one soft M.B. For use where a special good quality is demanded and for ships' use, there can also be produced a finer quality like Mangan-bronze.

As there has lately been great difficulties in procuring certain expensive metals for the making of common bronze alloys, the Norwegian Department for Industrial Supplies has earnestly asked the consumers of such alloys to adopt the use of the new

bronze as soon as possible. Several of the Government works have used this bronze for a considerable period with good results. As the price comes much cheaper than the regular bronze, the new material offers considerable economic advantage.

Tin Plate Production Started in Norway.

As mentioned in my earlier reports, the Norwegian canned goods exporters have been suffering considerable during the war for want of tin plates for cans. There has now been started a mill for rolling tin plates. The production for a start is calculated for 18,000 tons of tin plates per year, but it can be increased to three times this quantity. The import of tin plates to Norway was in 1912, 32,000 tons, in 1915, 41,000 tons, and in 1916, 29,000 tons.

Norwegian-American Exposition in Norway in 1919.

A Norwegian-American exposition will be held in Christiania during the fall of 1919. The exposition will embrace all branches of trade and every effort will be made to arrange a most representative exhibit both for American and Norwegian manufacturers and exporters. As soon as further details are available I shall revert to the matter in a later report. It is to be hoped that Canadian manufacturers interested in export to Norway will take advantage of this opportunity.

Great Increase in the Danish Swine Keeping.

A census taken on September 10 of the number of swine in Denmark shows a considerable increase. There was found to be 753,000 on that date as compared with 621,000 at the last census. The number of swine-keepers has at the same time increased by 208,000. This large increase is principally due to an arrangement by the Government, according to which people who are not farmers are given an opportunity to obtain grain to feed up swine for household use, which was found necessary to help the population out of the great shortage of fats. Swine keeping had previously gone back considerably during the war, as none but farmers who raised their own grain had an opportunity to obtain feed.

Industrial Films Employed in Denmark to Increase the Demand for Native Goods.

The Danish association "Dansk Arbeide" (translated: "Danish Labour"), which was founded about ten years ago, and whose motto is "Buy Danish manufactures when they are as good and as cheap as imported goods," has done a great work for the Danish industry. The association has now also taken into its publicity service the showing of industrial films produced by the recently-formed Danish Industrial Film Company, which takes films in the Danish factories with a view to showing the same accompanied by suitable titles throughout the country and afterwards lending the films out to the country teachers' film association to be used at the teaching in the schools.

A New Danish Invention for Making Yeast without the Use of Grain and without at the same time Producing Alcohol.

In my report of March 3, I mentioned a new Danish invention for producing yeast without the use of grain. As I have since then had inquiry from Canadian parties, wishing further information about this method, I have corresponded with the inventors in Denmark and have finally received a reply from their foreign representative, who is Mr. O. Vang Lauridsen, Vejen, Denmark. As this may be of interest to Canadian yeast manufacturers and larger bakeries in general, I quote the following:—

"The method in question, which after the inventor is called the 'Rosenkjær' method, principally is based on obtaining the largest possible quantity of yeast with at the same time as small a formation of alcohol as possible.

"Further in the manufacturing of the yeast an effort is made to replace grain with other organic raw materials, e.g., molasses and inorganic salts.

"The first object is obtained by leading the growing process of the yeast, so that the growth and increase are favoured as much as possible at the expense of the alcohol; on the other hand there must be taken into consideration that the yeast with reference to quality and usefulness as a bakery yeast is of sufficient goodness.

"With the use of molasses as organic raw material and with comparatively small amounts of inorganic salts the following result has been obtained: By the use of one hundred parts of molasses (with a sugar-consistency of about 50 per cent) there is obtained forty parts of bakery-yeast (common pressed yeast of dryness 25 per cent), at the same time there is formed only a trifling quantity of alcohol (varying between

GRAIN SITUATION

COMMERCIAL AGENT

Review of the Acreage and Import and

Kind of Grain.	Acreage in Hectares.	Crop in Tons.	Import, Tons and Kroner.		
			Unground.	Ground to Grits.	Ground to Flour.
Wheat*.....	5,024	7,319	50,250.7 tons 9,045,100 kr.	.....	71,302 tons 16,613,400 kr.
Oats.....	109,105	135,355	7,371.8 tons 980,400 kr.	4,283.3 tons 1,015,100 kr.	71.7 tons 12,100 kr.
Barley.....	36,181	56,417	82,463.2 tons 13,795,900 kr.	855.0 tons 141,100 kr.	81.7 tons 13,900 kr.
Corn.....	.....	.....	3,725.3 tons 9,121,300 kr.	.....	574.7 tons 69,000 kr.

Acreage and Crop in 1918 and Import and

—	Acreage in hectares 1918.	Crop 1918.	Import in 1917.		
			Unground.	Grits.	Flour.
Wheat.....	16,582	Not yet known.	Tons. 71,995	Tons.	Tons. 52,719
Oats.....	138,831	"	34	5,622	.....
Barley.....	63,159	"	46,052	226	.....
Corn.....	.....	"	31,496	.....	.....

* Mostly spring wheat.—Acreage given in French hectares, which is used in Norway. Kr.=kroner,

0.05 and 0.15 per cent of the raw material). The quality of the yeast may be said to be very satisfactory for bakery use. It is of a light gray-brown colour, and the raising power both when used for bread and for finer bakings is fully equal to the common alcohol yeast. The raising power is kept until the point of putrefaction. The keeping quality may in the most difficult time during the summer months be put to six or seven days, after which the yeast becomes soft and not fit for sale. By the use of bran from rye instead of molasses as raw material, the colour will become lighter.

"There is no reason why grain and potatoes also may not be partly used as organic raw material.

"The method has been tried on a large scale in vats with a size of about 8 cubic yards for a period of several months.

"The expenses connected with the production of yeast by this method will be lower than for the production of yeast by the usual combined yeast and alcohol method."

IN NORWAY.

C. E. SONTUM.

Export of some kinds of Grain in 1914.

Export in Tons and Kroner.

Norwegian Origin.			Foreign Origin.			Remarks.
Unground.	Ground to Grits.	Ground to Flour.	Unground.	Ground to Grits.	Ground to Flour.	
1.3 tons 300 kr.		54.9 tons 13,700 kr.	1,041.9 tons 196,900 kr.	0.2 tons 100 kr.	279.0 tons 68,300 kr.	To this may be added 3.6 tons of malt.
265.7 tons 37,200 kr.	38.1 tons 12,600 kr.	1.2 tons 300 kr.	539.2 tons 78,300 kr.	179.8 tons 49,200 kr.	8.5 tons 1,500 kr.	
60 tons 900 kr.	4.6 tons 1,200 kr.	115.6 tons 32,000 kr.	1.5 tons 200 kr.	4.5 tons 800 kr.	30.1 tons 5,400 kr.	
.....	.....	.....	1,146.1 tons 127,500 kr.	.....	292.5 tons 36,900 kr.	
.....						

Export of some kinds of Grain in 1917.

Export in 1917.			Remarks.
Unground.	Grits.	Flour.	
Tons.		Tons.	The statements as to import and export must be considered as preliminary.
.....			
4,360			
.....		223	
.....			

Norwegian currency. 1 Dollar=3.75 kroner (kr).

CO-OPERATIVE UNIONS IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, December 4, 1918.—There has lately been formed in Vladivostok a central co-operative bureau to co-ordinate the commercial and other activities of the various co-operative unions, which have offices in Vladivostok for the purchase of foreign supplies and the sale of Siberian products. The following organizations have agreed in future to work through this central bureau in their commercial dealings with private firms:—

- (1) Moscow Union of Consumer's Societies "Centrocoyuz."
- (2) Union of Siberian Co-operative Unions "Zakoopsbit."
- (3) Siberian Union of Creamery Associations.
- (4) All-Russian Central Co-operative Bank, former Moscow People's Bank.
- (5) Union of Siberian Credit Unions.

At the present time these co-operative organizations are taking a prominent part in the import of foreign goods and the distribution of these supplies in the interior. The central organizations purchase goods on commission and distribute to the various subsidiary organizations, each of which in turn takes its commission until the goods reach the individual members, who are the consumers. The bulk of the goods now being forwarded from Vladivostok into the interior are being shipped by the co-operative unions. It should therefore be of interest to Canadians to give particulars regarding the organization and operation of the unions, which have formed the Central Co-operative Bureau in Vladivostok.

TYPES OF CO-OPERATIVE SOCIETIES.

The five organizations mentioned above illustrate each of the various directions in which the principle of co-operation has been extended in Siberia. Co-operation first became an important factor in Siberian life after the revolutionary troubles of 1905-6, but even before this co-operative creameries were being formed in fairly large numbers. The creameries represent the principle of producer's co-operation. Besides these there are in Siberia consumers' co-operative buying societies, mutual credit societies and branches of the Moscow People's Bank, which is now known as the All-Russian Central Co-operative Bank. The Government long resisted for political reasons the tendency for the co-operative societies to form unions among themselves. The force of circumstances and particularly the outbreak of the war compelled the authorities to give way to a great extent. Since the revolution the movement already begun of co-ordinating the activities of co-operative societies into unions, covering a whole district, and of these unions into union of unions, covering the whole country, has gone on apace until at the present time these organizations have a wide field of activity, comprising often commercial, industrial and transport undertakings of great magnitude, as will be seen from the following review, giving figures illustrating the operations of the co-operative unions distributing goods in Siberia.

CONSUMERS' CO-OPERATIVE SOCIETIES.

The "Union of Siberian Co-operative Unions" (Zakoopsbit) combines the co-operative stores of Eastern and Western Siberia and the Ural district. It is the largest union of consumers' co-operative societies formed in Siberia, comprising on May 1, 1918, twenty-five unions, representing a total of 8,262 consumers' stores. In its turn the Siberian union is subsidiary in part to the Moscow Union of Consumers' Societies, which may be said to be the union for the whole of Russia, although its activities are more specially connected with the central provinces of European Russia. Some notes regarding the activities of the Moscow Union are given below.

The head office of the Union of Siberian Co-operative Unions is at Novo-Nicol-aievsk, with agencies at Petrograd, Moscow, Samarkand, Harbin and Vladivostok. The total capital at present is over 7,000,000 roubles. According to an article in the journal *Russian Pacific Trade Expansion*, the union commenced operations on May 20, 1916, on the basis of a company with unlimited responsibility for the purpose of making wholesale purchases and sales of merchandise for account of its members. Now that "Union of Siberian Co-operative Unions" enjoys a reputation and confidence in financial circles, the necessity for an unlimited responsibility no longer exists.

Besides supplying the unions with merchandise, the sphere of activity of "Union of Siberian Co-operative Unions" includes the development of its own industrial enterprises in accordance with an extensive plan, the union having its own wool-combing, leather, soap, boot and candy factories, flour mills, creameries, etc.

For the current year, it is proposed to investigate the fisheries on the rivers Amur and Ob and to acquire their own steamers and barges on the former river.

With the object of satisfying the spiritual needs of their members, the union proposes to open up educational and other cultural establishments and already publishes a journal under the title *Siberian Co-operation*.

The turnover in merchandise of "Union of Siberian Co-operative Unions" in 1916 amounted to 3,500,000 roubles, in 1917 to 43,000,000, and during the first four months of 1918 to over 23,000,000 roubles.

These figures do not include transactions in merchandise, effected by the unions themselves, independently of "Union of Siberian Co-operative Unions," which for the first eight months of 1916 amounted to 65,000,000 roubles.

CREAMERY ASSOCIATIONS.

The principle of producers' co-operation is illustrated in the organization of the "Union of Siberian Creamery Associations," which has its head office at Kurgan. According to the journal mentioned above, this union on October 1, 1917, comprised 1,410 creamery associations and 1,167 co-operative stores as its members. The activity of the union is principally confined to the dairy districts of Western Siberia.

The co-operative creameries began their activity towards the year 1900. Before that time the production of butter was concentrated in the hands of private individuals. At the present time up to 60 per cent of the total production of butter appearing on the Siberian market is produced by the members of the union.

The quantity of butter exported in a westerly direction is rapidly increasing; for instance, in 1894, there were exported 400 poods, and in 1913 more than 5,500,000 poods (approximately 100,000 tons).

The turnover of the Union increased as follows: In 1907, 2,380,000 roubles; in 1917, 160,000,000 roubles. The union has 30 offices in various towns and large villages and buying offices in Moscow, Samarkand and Vladivostok, also an agent in London.

The turnover of the Moscow buying office amounted in January, 1918, to over 12,000,000 roubles. The Union aims at the joint disposal of agricultural produce on foreign markets, and exchange of merchandise with America, Australia, etc.

The Union possesses a whole series of factories, such as creameries, rope and soap factories, a mechanic shop for the repair of farm machinery, two printing establishments, and several steam flour mills. The Union publishes two magazines and several newspapers and keeps up continuous and periodical courses of instruction in butter-making, book-keeping and store-work.

CREDIT SOCIETIES.

Societies for the granting of credit and mutual help to individual units on the joint responsibility of the group have been formed in Siberia in great numbers. This co-operative principle is represented by the "Union of Siberian Credit Unions"

(Synceredsoyus)," which was organized only during the summer of 1917. The Board of the Union is situated at Novo-Nicolaievsk. This organization combines 28 credit unions, comprising up to 4,000 loan and saving associations. Out of this number 15 unions, with more than 2,500 loan associations, are united with the central union in the form of full partnership. The remaining 13 have business relations with the union and are gradually also becoming partners.

The commercial organization of the credit associations aims to help grain producers in securing the best agricultural implements and to assist in giving the peasants the technical knowledge necessary for improvements in the production of farm products.

For this purpose the Union buys iron, agricultural machinery and implements (with repair parts), vehicles, tractors, various chemical products; dyewood extracts, aniline dyes, dyes for leather, rosin, soda, naphtha products, like gasolene, white naphtha, kerosene, lubricating oils for automobiles; seeds, twine, typewriters, and sundry instruments. Further the Union intends to acquire large threshers, flour-mill and saw-mill machinery.

The union also organizes the export of large quantities of flax, merino and also of hides, furs, bristles, hair, calf-skins and hemp. The furs include squirrel, bear, fox, polecat and hare.

The union is greatly interested in the establishment of sound economic relations with North America, since it is not only an important buyer but also a large seller.

In order to appreciate the possible turnover of the union, it may be mentioned that agricultural machinery alone has to be purchased, every year, to the extent of more than 50,000,000 roubles.

MOSCOW UNION OF CO-OPERATIVE SOCIETIES.

The most extensive co-operative organization in Russia is the Moscow Union of Co-operative Societies. This central union comprises about 500 district co-operative unions with a total of 40,000 co-operative stores. The commercial operations of the Moscow Union in 1917 were represented by a turnover of over 200,000,000 roubles, and for 1918 a turnover is anticipated of more than 700,000,000 roubles. "Centrocoyuz," as this union is known, also directs various agricultural and industrial undertakings and employs about 3,000 clerks and 5,000 workmen.

The principal aim of the union is to co-ordinate the varied objects, which the consumer's co-operatives are striving to attain. A member of the board of the union stated that they regarded Siberia as a most important source of supply for many articles having a demand throughout Russia and that they strove to avoid needless competition among co-operatives for the purchase of supplies. They were also especially interested in undertakings, which would utilize the great resources of Siberia. It was stated that one of the chief tasks of the co-operative unions at the present moment was to co-ordinate the activities of the various unions both at home and abroad so as to avoid conflict of interests.

The provincial offices, buying agencies, and branches are distributed in various towns of European Russia and Siberia and also abroad. The union has also an office in Vladivostok. The fact that the number of local associations, joining the union as members, is constantly increasing proves that the Moscow union is fast becoming a central all-Russian union. On January 1, 1913, the union comprised only five associations. The number has increased every year since and on January 1, 1917, there were 154 associations in the union.

THE CO-OPERATIVE BANK.

The co-operative organizations of the whole of Russia are united in the "Moscow People's Bank," which recently changed its name to the All-Russian Central Co-operative Bank. This banking establishment unites the various types of co-operation, such

as the consumer's societies, mutual credit organizations, workmen's guilds and agricultural co-operative organizations, and serves to centralize and co-ordinate the activities of the different groups. Branches of the bank have been established in Siberia at the towns of Novo-Nicolaievsk, Chita, Omsk, Vladivostok and Irkutsk. Foreign branches have been opened at New York and at London.

DISTRIBUTION OF SHARES.

The article above referred to, as being published in the journal *Russian Pacific Trade Expansion*, states that at the time of the establishment of the bank, its purpose was to supply all the small loan societies and co-operative undertakings with money to facilitate their transactions. In accordance with this principle, only co-operative organizations and their unions are allowed to obtain credit with the bank.

The distribution of shares among the various kinds of co-operation was at the first issue in 1912 as follows:—

	Per cent.
1. Small loan establishments and their unions.. . . .	59
2. Consumer's societies and their unions.. . . .	19
3. Agricultural co-operative organizations and their unions.. . . .	4.5
4. Other establishments.. . . .	2.5
5. Private individuals.. . . .	15

In the course of later issues, these proportions changed considerably and on January 1, 1917, the first category held already 69.6 per cent, the second 12 per cent, the third 5.8 per cent, the fourth 4.5 per cent, and the fifth 8.1 per cent of the total amount of shares.

This indicates that the co-operative influence of the first category (small loan establishments) increased considerably, having in its possession more than two-thirds of all the shares. The importance of the consumer's organizations dropped by a third, whereas the share of private shareholders was also reduced by almost one-half.

COMPARISON WITH OTHER COUNTRIES.

The following figures show the extent of the co-operative movement in other countries:—

Russia possesses 45,000 co-operative organizations.

Germany possesses 30,000 co-operative organizations.

France possesses 10,000 co-operative organizations.

The United States about 1,000 strictly co-operative societies.

THE PORT OF VALPARAISO, CHILE.

(Extracts from *Bulletin of the Pan-American Union*.)

Valparaiso's location in the Southern Hemisphere is closely analogous to three other great world ports—Buenos Aires, Cape Town, and Sidney. Each one lies approximately midway between parallels 30 and 40. Similarly situated in the Northern Hemisphere are San Francisco, Norfolk, Gibraltar, and Yokohama. Valparaiso is almost directly south of New York, and therefore has practically the same time. The distance between the two cities is 8,460 miles via Panama. By the new and faster steamships now in operation the actual time of passage between the cities is nineteen days. San Francisco is slightly more than 5,000 miles from Valparaiso.

The city lies on the southern side of the great bay of Valparaiso, the latter opening to the north and being about $2\frac{1}{2}$ miles wide and very deep. In fact, the deepness of this bay has long retarded the efforts of the Government to build breakwaters to protect shipping, as we shall see later. ¹

From the shore line of the southern part of the bay there is a naturally level area from a few hundred feet to half a mile wide; back of this lowland there rises a series of cliffs and hills (nineteen distinct hills), here and there broken by deep ravines or great gullies. As the building of the town began first on the lowlands, the increase in population and in commercial importance gradually caused the people to drift to the higher levels and buildings were constructed on the hillsides. Business, however, has clung tenaciously to the lower parts of the city, while the hills have become more or less popular as a place of residence.

Extending in a semicircular course, a magnificent stone and concrete sea wall, commenced in 1885, now provides an enduring embankment from which the bulk of exports and imports are handled. This great embankment further provides a buffer upon which the waves of the bay break with force especially in the winter months of July, August and September, when the "northers" often sweep inland from the sea with terrific violence. The construction of the embankment or malecon, as it is more properly called, reclaimed considerable land from the shallower water line, and this malecon now provides an unusually wide semicircular street for the vast amount of traffic that courses along the water front. Immediately facing the malecon are long rows of business houses. These are four stories in height, many of which have been built since the earthquake and fire, and are therefore modern in architectural design and better suited to commerce than the former structures.

The very extensive port improvements undertaken in 1912 by an English company have made fair progress, notwithstanding the difficulties arising from the world war. The great breakwaters extending outward from two points will when completed offer much better protection to the harbour than has prevailed in the past. The water being very deep, engineers met this difficulty by constructing giant concrete hollow cubes on land, towing them to position and sinking them by means of vast quantities of stone. Extensive improvements have already been made in the fiscal wharves, a large number of warehouses have been completed, and a number of ocean-going vessels may at the same time discharge and load cargo from the new piers which are directly connected with the Federal warehouses and custom house. These piers have also been made of gigantic concrete blocks and stones and are in the form of an exaggerated letter T with the top toward the bay. At least an area of 220 acres will be available for ship anchorages when the breakwaters are finished. On the whole the port improvements are about half completed. (The title page of this issue of the *Weekly Bulletin* shows a port scene in Valparaiso.)

CURRENT NOTES OF INTEREST FROM CHILE.

CONTRIBUTED BY MR. GEORGE MALLET.

HARBOUR WORKS, VALPARAISO.

According to the official report of the Government director of the Valparaiso Harbour Improvement Works in construction, considerable progress has been made during the past month of October, in the Punta Duprat mole, the custom house wharf, the drainage collector, the Government pier, the mooring wharf and sea wall.

During the year the contractors, Messrs. Pearson and Son, have produced 363,640 tons of concrete. The total amount of work done to date amounts to a value of \$16,876,211.24 gold of 18d., or say 52.14 per cent of the total value of the contract.

A Bill is before Congress soliciting power to "authorize the president of the republic to contract by public tender, in conformity with the designs and conditions prepared by the Commission de Puertos, for the termination of the breakwater of the port of Valparaiso together with the complimentary works.

Tenders are to be invited in Chile and abroad, within the next six months. The contract is not to exceed £1,470,000 sterling.

The work is to be paid for at the option of the president, in either of the following forms:—

(a) With sums to be included in the yearly estimates under the item of Public Administration expenses, the president having power to issue treasury bonds up to 50 per cent of the value of the works contracted for to provide annually the payments on account of works in progress, provided the sums provided by the estimates are not sufficient, the treasury bonds to carry interest not exceeding 6 per cent and to be for three years at most.

(b) By raising a cash loan of £1,470,000 at an interest not exceeding 5 per cent per annum and an accumulative amortization of 1 per cent, the president to have full power to act.

A deputation of members from the chambers, accompanied by the Minister of Public Works, recently made a visit of inspection with the object of reporting the advisability or otherwise, in view of an attempt to postpone the matter on the plea of lack of urgency. Fortunately a storm sprang up, unexpectedly, breaking previous records in point of time, being at least a month out of season, which gave undeniable proof to the visitors that the extension is absolutely indispensable to the protection of the bay, without which the present works lose more than half of their value.

SEA WALL AT COQUIMBO.

The Government is asking for tenders for the construction of an esplanade and sea wall at Coquimbo of reinforced concrete.

This is a portion 120 metres in length, to fill the gap between the existing wharf and the Tenkin pier. The depth of water here is $4\frac{1}{2}$ metres. The cost is estimated at \$369,000.

GOVERNMENT TO BUY A RAILWAY.

The Government is petitioning Congress for the sum of £1,800,000 sterling for the purpose of buying out the interests of the English company in the line in course of construction from Lebu to Los Sauces, and the subsequent construction of the Port of Lebu.

The Minister of War is offering a troop of 300 sappers for assistance in the railway completion works.

CONSTRUCTION OF A PORT AT CONSTITUCION.

A group of deputies are energetically pushing forward a bill in Congress, to authorize the construction of the Port of Constitucion, together with the necessary regional railway lines to complete the zone of attraction.

Amongst these latter are the following: Prolongation of the Hualane to Lincanton line to Constitucion; union of the Curico to Hualane with that of San Fernando to Pichelemu, connecting the stations of Parranol and Peralillo; and the construction of the lines from Curico to Lo Queñes, towards the east of Curico. These will be all one metre gauge. It is also proposed to lay a light railway from Lincanton to Las Juntas, for the service of Las Salinas.

EXPORTATION OF CONDENSED MILK, BUTTER AND CHEESE NOW PERMITTED TO CERTAIN BRITISH POSSESSIONS.

The Canada Food Board announce under date January 7, 1919, that the embargo on the export of butter, cheese and condensed milk has been amended to permit the exportations of these products to Newfoundland, Bermuda, British West Indies, and British Guiana, it being felt that steps should be taken to reopen trade channels in connection with these commodities.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Inspection Branch, Department of Trade and Commerce, Ottawa.

Week ending January 4, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,247,849	133,507	252,494	1,022	1,634,872
Consolidated Elevator Co.	1,316,369	42,355	86,557	5,252	1,450,533
Empire Elevator Co.	1,060,316	141,686	107,469	47,623	1,357,094
Ogilvie Flour Mills Co.	1,095,545	99,512	238,969		1,434,026
Western Terminal Elevator Co.	1,434,899	46,863	38,050	120,230	1,640,042
G.T. Pacific	2,140,553	353,618	206,685		2,700,856
Grain Growers' Grain Co.	1,114,208	448,020	448,228	52,795	2,063,251
Fort William Elevator Co.	659,741	271,805	119,082	34,938	1,085,066
Eastern Terminal Elevator Co.	1,040,754	129,049	142,139		1,311,942
Northwestern Elevator Co.	416,203				416,203
Port Arthur—					
Port Arthur Elevator Co.	2,248,862	599,762	770,803	1,298	3,620,725
D. Horn & Co.					
Canadian Government Elevator	578,967	158,12	118,470	92,103	947,952
Thunder Bay	760,110	185,074	162,119	33,896	1,141,199
Sask. Co-operative	1,581,858	184,322	116,639	95,873	1,978,692
Can. Govt., for account of Imperial Government				10,486	10,486
Grain afloat					—
Total Terminal Elevators	16,696,234	2,793,485	2,807,704	495,516	22,792,939
Saskatoon Can. Govt. Elevator	668,571	623,203	76,451	790	1,369,015
				*1,763	1,763
Moosejaw Can. Govt. Elevator	1,186,764	584,958	50,451	3,156	1,825,329
				*21,253	21,253
Calgary Can. Govt. Elevator	1,192,089	854,822	165,636	1,543	2,014,090
				†77,175	77,175
Vancouver Can. Govt. Elevator				\$307,485	307,485
Total Interior Terminal Elevators	3,047,424	2,062,983	292,538	413,165	5,816,110
Depot Harbour	592,447			8,385	600,822
Midland—					
Aberdeen Elevator Co.	337,719				337,719
Midland Elevator Co.	1,660,840	3,300			1,664,140
Tiffin, G.T.P.	1,569,329				1,569,329
Port McNicol	3,026,444	1,045	111,974		3,139,463
Collingwood	146,098				146,098
Goderich—					
Elevator & Transit Co.	943,339				943,339
Western Canada Flour Mills Co., Ltd.	587,754				587,754
Kingston—					
Montreal Transportation Co.		22,717			—
Commercial Elevator Co.					22,717
Port Colborne Dom. Govt. Elevator	2,009,930				2,009,930
" Maple Leaf Milling Co., Ltd.					—
Prescott—					
Montreal—					
Harbour Commissioners No. 1.	2,351,480	58,592	234,518	14,776	2,659,366
" " No. 2.	285,035	646,900	194,154		1,126,089
Montreal Warehousing Co.	1,141,225				1,141,225
Quebec Harbour Commissioners	23,394	194,485	748	*1,419	220,046
West St. John, N.B.	61,223	15,520	22,653		99,396
Halifax, N.S.					—
Total Public Elevators	14,735,347	942,559	560,047	24,580	16,266,533
Total quantity in store	34,479,005	5,799,027	3,664,289	933,261	44,875,582

† Corn. * Rye. ‡ Timothy. § Mixed grains and others.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended January 4, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		37,261	151,814		189,075
No. 1 Northern		5,940,758	2,171,881	6,977,690	15,089,829
No. 2 "		2,550,774	326,225	2,412,848	5,289,847
No. 3 "		2,529,598	184,720	1,960,306	4,674,624
No. 4 Wheat		2,077,592	79,471	1,588,184	3,745,247
No. 5 "		1,142,534	26,719	473,460	1,642,713
No. 6 "		1,256,367	1,053	329,779	1,587,199
Other		1,161,350	106,041	993,080	2,260,471
Totals.....		16,696,234	3,047,424	14,735,347	34,479,005
Oats—					
No. 1 C. W.		3,611		127,443	131,054
No. 2 "		300,559	449,946	56,757	807,262
No. 3 "		547,709	368,972	21,642	938,323
Ex. No. 1 Feed		341,122	292,774	181,513	815,409
No. 1 Feed		370,183	394,290	141,881	906,354
No. 2 "		814,977	434,355	61,060	1,310,392
Other		415,324	81,963	348,391	845,678
Rejected			40,683	3,872	44,555
Totals.....		2,793,485	2,062,983	942,559	5,799,027
Barley—					
No. 3 extra C. W.		1,139	100,281	1,243	102,663
No. 3 C. W.		1,166,433		130,674	1,297,107
No. 4 "		889,475	88,239	160,469	1,138,183
Feed		229,591	16,764	20,692	267,047
Rejected		323,668	34,534	109,949	468,151
Other		197,398	52,720	141,020	391,138
Totals.....		2,807,704	292,538	564,047	3,664,289
Flax—					
No. 1 Northwestern Canada.....	3,393	310,754	3,695	8,385	326,227
No. 2 C. W.	1,415	112,656	405		114,476
No. 3 "	1,151	53,344	163		54,658
Rejected			29	*1,419	1,448
Other	4,527	8,276	55	14,776	27,634
Totals.....	10,486	485,030	4,347	24,580	933,261
Corn			†408,818		-
Total quantity in store ...		22,792,939	5,816,110	16,266,533	44,875,582

*Corn. †Others.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators,
Interior Terminal Elevators and Public Elevators in the East and Afloat on
January 5, 1918, with comparisons for three years.**

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>January, 4, 1919—</i>			
Terminal elevators.....	16,696,234	6,096,705	22,792,939
Interior terminals.....	30,470,424	2,768,686	5,816,110
Public elevators in the East.....	74,735,347	1,531,187	16,266,534
Total.....	34,479,005	10,396,577	44,875,582
<i>January, 5, 1918—</i>			
Terminal elevators.....	5,932,703	5,585,714	11,518,417
Afloat Terminals.....	2,145,856	-	2,145,856
Interior terminals.....	109,187	1,723,127	1,832,314
Public elevators in the East.....	14,358,925	3,226,816	17,585,741
Total.....	22,546,671	10,535,657	33,082,328
<i>January 5, 1917—</i>			
Terminal elevators.....	18,341,433	12,325,678	30,667,111
Afloat Terminals.....	89,245	101,331	190,576
Interior terminals.....	1,515,731	1,658,164	2,173,895
Public elevators in the East.....	5,587,202	10,891,030	16,478,232
Total.....	25,533,611	24,976,203	24,509,814
<i>January 8, 1916—</i>			
Terminal elevators.....	20,782,670	10,029,179	30,811,849
Interior terminals.....	1,229,996	188,620	1,418,616
Public elevators in the East.....	8,071,905	5,954,765	14,026,670
Total.....	30,084,571	16,172,564	46,257,135
<i>January 7, 1915—</i>			
Terminal elevators.....	4,980,121	3,111,384	8,091,505
Interior terminals.....	1,826,502	945,423	2,771,925
Public elevators in the East.....	7,213,585	4,746,518	4,959,908
Total.....	14,020,008	8,803,325	22,823,333

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending January 4, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			91,440	91,440
C.P.R., West St. John, N.B.	18,185	661,845		680,030
Government Elevator, Port Colborne, Ont.		435,739	29,137	464,876
Aberdeen Elevator, Midland, Ont.				
G.T.R., Depot Harbour, Ont.				
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,516	93,142		857,658
Quebec Harbour Commissioners, Quebec	60,164	61,031		121,195
Maple Leaf Milling Co., Port Colborne, Ont.				
Harbour Commissioners No. 1, Montreal, Que.	1,104,098			1,104,098
" " " 2 " "	416,325	33,654	145,159	595,138
Halifax, N.S., C.G.R.				
Port McNicol, C.P.R.		864,424		864,424
Goderich Elevator & Transit Co.				
Kingston, Montreal Transportation Co.				
Midland Elevator Co., Midland, Ont.				
Total.	2,363,400	2,149,992	265,736	4,779,128

RECONSTRUCTION OF IRON AND STEEL INDUSTRY IN FRANCE.

(British Board of Trade Journal.)

Under the name of "Société Corporative des Mines de fer de la Sidérurgie des Régions Sinistrées" a company has recently been formed in France for the purpose of conducting commercial or industrial operations useful in bringing about the reconstitution and reorganization of the iron mines and steel works of the invaded regions.

The company is affiliated with the "Comptoir Central d'Achats Industriels pour les Régions Envahies," and has its offices with that organization at 40 Rue du Colisée, Paris. The new company is practically a technical commission of the Comptoir Central. For convenience, however, a separate share company has been organized. Its capital stock of 1,000,000 francs, divided into 2,000 shares of 500 francs each, is held by iron mining and steel companies owning properties in the invaded regions of France.

The society is administered by a conseil d'administration (corresponding to a board of directors), composed of not less than 10, and not more than 25 members elected by the shareholders.

RAW MATERIAL AND EQUIPMENT NECESSARY.

The new company is making estimates of the raw material and equipment that will be needed to restore the damaged iron mines and steel works in the northern and eastern part of France. Its method is to gather the best information available regarding the extent to which iron mines, blast furnaces, and steel works have been destroyed, and on the basis of this data, prepare purchase programmes covering the materials needed for replacement.

These programmes, when approved by the directors of the Société Corporative des Mines de fer et de la Sidérurgie, are turned over to the Comptoir Central d'Achats for execution.

In 1913 France produced 21,714,000 tons of iron ore, of which 19,800,000 tons (or 90 per cent) came from one Department of Meurthe et Moselle, in which the iron

basins of Nancy, Longwy, and Briey are located. The last two regions, which furnished the great bulk of France's iron ore, have been in the occupation of the enemy since the beginning of the war.

Of the 5,300,000 tons of pig iron produced in French blast furnaces the year before the war broke out, 86 per cent came out of the blast furnaces of the north and east. Of the 4,600,000 tons of steel ingots cast from French converters and furnaces in the same year, 3,390,000 tons came from the regions which have recently been evacuated by the Germans.

BRITISH EXPORT PRICES FOR STEEL.

(*London Chamber of Commerce Circular, November 23.*)

Under date, November 16, the British Ministry of Munitions issued the following notice: The following fixed prices shall be charged for deliveries for export on and after November 18, 1918, until further notice, except for deliveries under contracts made prior to November 16, 1918, for which priority certificates and export licenses have already been obtained.

These prices are for delivery f.o.b. port of shipment for net cash against documents, and apply equally to makers, merchants and agents. Makers may, however, allow to merchants or agents a discount not exceeding $1\frac{1}{4}$ per cent.

Drawbacks.—During the period for which subsidies continue the exporter shall refund to the Ministry on all deliveries for export on and after November 18, 1918, whether against old or new contracts the difference between (a) the home f.o.b. price ruling at the date of delivery plus actual cost of putting f.o.b. and (b) the export price referred to above, without deduction of merchants discount.

Where, however, licenses for export have been sanctioned by the Government at prices differing from the export prices referred to above, the exporter shall be liable to refund the actual surplus over the home price (plus cost of putting f.o.b.) ruling at date of delivery.

		Fixed Basis Prices.		
	List.	£	s.	d.
Ship, bridge and tank plates.. . . .	A	16	10	0
Boiler plates.. . . .	C	17	10	0
Chequer plates.. . . .	J	18	0	0
Ship, bridge and tank thin plates.. . . .	B	19	10	0
Angles and other sectional material.. . . .	D	16	2	6
Small angles, tees and flats.. . . .	E	20	0	0
Joists.. . . .	H	16	2	6
Rounds, squares and hexagons.. . . .	F	17	10	0
Small rounds, squares and hexagons.. . . .	G	20	0	0
Rails, 60 lb. and over.. . . .		15	10	0
“ 50 lb. and over, but under 60 lb.. . . .		15	12	6
Sheet and tinplate bars.. . . .		To be announced later.		
Billets, per Schedule E, description (A).. . . .		13	10	0
“ “ “ (B) and (C).. . . .		15	0	0

Extras same as for Home Sales as defined in Schedule E, dated October 3, 1918.

UTILIZING OLD TIN CANS.

Canadian municipalities interested in securing information regarding the British invention for the utilizing of old tin cans may get the address of the inventor by applying to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file No. 21457.

The process is now being successfully used in England and Canadian patents have been secured.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

37. **Box and willow calf.**—A firm of London leather merchants wish to get in touch with a Canadian manufacturer of box and willow calf.

38. **Representation in the United Kingdom.**—A British firm of manufacturers' representatives with headquarters in London and arrangements for the marketing of goods throughout the United Kingdom, wishes to get in touch with Canadian manufacturers of the following articles with a view to representing them as sole agents either on a commission or buying basis: Malleable iron steam fittings, electrical plant and equipment for all purposes including shipbuilding, brass fittings, pumps, forgings, stampings, machine tools, etc., tools of all kinds, wood manufactures, chemicals, household laundry machinery, toys, metal fittings for fancy goods.

39. **Representation in the British West Indies.**—A former official of the British Guiana Government who has lived in Canada for some years proposes to make a business trip through the British West Indies and would like to represent Canadian firms.

40. A Jamaican commission agent located at Kingston wishes to represent Canadian manufacturers of all lines of manufactured goods.

41. **Agencies.**—A leading firm in St. John's dealing in lead, tin, zinc, and manufactures thereof; galvanized iron, sheet iron, trunks, axe and pick handles, etc., spices, jellies, coffee and other standard grocery lines, tweeds, hessian, etc., desires communication with Canadian exporting firms of these commodities.

42. **Agricultural machinery.**—A farmers' co-operative society operating in the Transvaal, are prepared to purchase from Canadian manufacturers, gang ploughs, harrows, drag, cultivators, planters, mowers (cutting only, not binding), shellers and graders.

43. **Canned fish, fruit and vegetables.**—A French agency would like to secure the representation of Canadian exporters of canned fish, canned fruits, and canned vegetables.

44. **Asbestos.**—A French commission house would like to get in touch with Canadian exporters of asbestos.

45. **Pulp.**—A French agent wishes to represent Canadian pulp manufacturers.
46. **Metals.**—A Paris commission agent wishes to get into touch with Canadian exporters of metals.
47. **Foodstuffs.**—A French agent invites correspondence from Canadian producers of canned goods, meats, fish, etc.
48. **Foodstuffs.**—An agent in Mons, Belgium, well acquainted with the Belgian trade, wishes to obtain the representation for Belgium of foodstuffs: Canned fish, meat, hams, vegetables, etc.
49. **Canned salmon, canned lobster and foodstuffs.**—An important French concern is willing to accept the representation for France and adjacent countries of Canadian manufacturers and producers.
50. **Agency.**—A French commission agent wishes to get the representation of any Canadian firms.
51. **Canned pears and apples.**—A Liverpool firm is in the market for 500 to 1,000 cases of the above.
52. **Sugar corn.**—A Liverpool firm asks to be placed in touch with exporters of the above with a view to future business.
53. **Apple rings.**—A Liverpool firm wishes to hear from exporters of the above with a view to future business.
54. **Canned apples and pears.**—A Liverpool firm wishes to get into communication with exporters of the above.
55. **Canned pears.**—A Newcastle firm asks to be placed in touch with exporters of the above.
56. **Canned tomatoes, peas and beans.**—A Newcastle firm asks to be placed in touch with a view to future business.
57. **Cattle feeding stuffs.**—A Liverpool firm wish to hear from shippers of the above, especially linseed cakes and hay, with a view to purchase as soon as conditions permit.
58. **Canned tomatoes, pears and gallon apples.**—A Newcastle firm wishes to hear from exporters of the above with a view to business as soon as conditions permit.
59. **Canned meats.**—A Newcastle firm asks to be placed in communication with exporters of canned meats with a view to business as soon as conditions permit.
60. **Formaldehyde.**—A Leeds firm wishes to get into touch with exporters of 40 per cent formaldehyde.
61. **Apples.**—A Cardiff firm ask for offers of apples up to 2,000 or 3,000 barrels.
62. **Apples.**—A Bristol firm ask for quotations on box or barrel apples for early shipment.
63. **Apples.**—A Cardiff firm wishes to be placed in communication with exporters of barrel apples.

TRADE INQUIRIES RECEIVED BY BRITISH TRADE COMMISSIONER IN CANADA.

By a reciprocal arrangement between the British Board of Trade and the Canadian Department of Trade and Commerce, the *Weekly Bulletin* publishes inquiries received from British export houses which wish to open connections with Canada. Canadian importers who may desire to obtain specific articles of United Kingdom manufacture are invited to communicate with the British Trade Commissioner in Canada, 367 Beaver Hall Square, Montreal, who will be pleased to obtain and furnish catalogues and price lists of the principal United Kingdom firms manufacturing the goods required.

Earth system of sanitation.—An English firm whose system has been extensively used in the rural districts of the United Kingdom for sixty years, wishes to get into touch with Canadian firms who will take up their agency. (Address British Trade Commissioner in Canada, 367 Beaver Hall Square, Montreal, referring to British Trade Inquiry No. 4117.)

EXPORTERS' NOTE.

The inquiries published herein must be considered as subject to existing trade restrictions as follows:—

1. **Prohibited exports of certain goods from Canada.**—Information may be obtained from any Customs port. Special inquiries should be addressed to the War Trade Board, Ottawa—Export Department. Permits to export food products must be obtained from the Food Board of Canada, Ottawa.
2. **Prohibited imports of certain goods into foreign countries.**
 - (a) *United Kingdom.*—See Supplement to British Board of Trade Journal dated January 24 and amendments in the British Board of Trade Journal. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa, or to Controller, Department of Import Restriction, 22 Carlisle Place, London, S.W. 1.
 - (b) *United States.*—See Rules and Regulations No. 2 of the United States War Trade Board, Washington, published by its Division of Information. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa.
 - (c) *Other Countries.*—Special inquiries should be addressed to the Canadian War Trade Board, Ottawa.
3. **The shortage of shipping space.**
 - (a) *To United Kingdom.*—Inquiries should be addressed to Sir Arthur Harris, Director of Transports, Montreal.
 - (b) *To South Africa.*—The steamers on this line have been requisitioned by the Imperial Government. However, a sailing may occasionally be made, and inquiries should be addressed to Messrs. Elder Dempster & Company, Board of Trade Building, Montreal.
 - (c) *To Australia and New Zealand.*
 - (1) Atlantic service. Address inquiries to the New Zealand Shipping Company, Montreal. Their steamers have been taken off the line, but they are endeavouring to procure sailing ships to perform the service.
 - (2) Pacific service. Communicate with the Canadian-Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.
 - (d) *To West Indies.*—Fortnightly sailings will commence after January 10, 1919. Sailings will be every alternate Friday after February 21, 1919. Address inquiries to the Royal Mail Steam Packet Company, Halifax, N.S.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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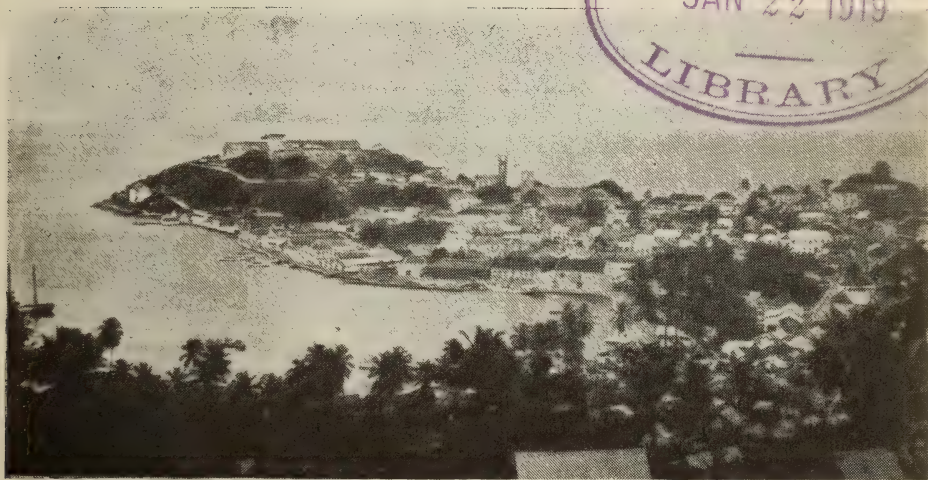
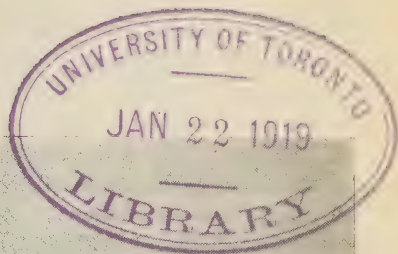
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Town and Fort, St. George, Grenada, B.W.I. (See p. 113.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, January 20, 1919.

No. 782

BRITISH GOVERNMENT NOTICES AFFECTING CANADIAN TRADE.

Relaxation of Export Prohibitions.

The British Board of Trade announce that the following relaxation of the existing prohibitions of export will be brought into force as from Friday, January 3. Further relaxations will be announced in subsequent issues of the *Journal*.

A. EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on List A are prohibited to all destinations, and goods on List B to all destinations outside the British Empire, while goods on List C are prohibited only to countries neighbouring enemy countries.*

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

(NOTE.—Attention is called to the fact that by the proclamation of October 1, 1918, all goods, whether mentioned by name or not (except printed matter and accompanied personal affects), are prohibited on List C.)

Headings to be Transferred from one List to Another.

Heading.	From.	To.
Brush, tooth.. . . .	A	C
Card clothing.. . . .	A	C
Copper stamps for stamping woven piece-goods.. . . .	A	C
Coppers and their component parts.. . . .	A	C
Cotton waste and articles containing cotton waste.. . . .	A	C
Grates and registers for heating purposes and their component parts.. . . .	A	C
Horn, buttons and combs manufactured of.. . . .	A	C
Maps and plans of any place within the territory of any belligerent or within the area of military operations, on a scale of four miles to one inch or on any larger scale, and reproductions on any scale by photography or otherwise of such maps or plans.. . . .	B	C
Matches.. . . .	A	C
Motor cars of 30-horsepower and over.. . . .	A	C
Motor vehicles and motor cycles, component parts of and accessories to.. . . .	A	C
Oilstones.. . . .	A	C
Ramie stockings and ramie fabrics suitable for the manufacture of gas mantles.. . . .	B	C
Ranges, cooking and their component parts.. . . .	A	C
Rubber gloves, surgical.. . . .	B	C
Rubber (raw, waste, and reclaimed), solutions containing rubber, jellies containing rubber, and any other preparations containing rubber, and also balata, gutta-percha, and the following varieties of rubber, viz.:—Borneo, Guayule, Jelutong, Palembang, Pontianac, and all other substances containing catoutchouc.. . . .	B	C

* All destinations in European and Asiatic Russia and in other foreign countries in Europe and on the Mediterranean, except France and French Possessions, Italy and Italian Possessions, and Portugal, and to all ports in any such foreign countries.

Headings to be Transferred from one List to Another.—Continued.

Heading.	From.	To.
Shoemakers' machines and their component parts, and sandpaper, coils, sand cloth coils, emery paper coils, and emery cloth coils used in connection therewith...	A	C
Shoemakers' tools, hand and machine...	A	C
Sparkling plugs...	B	C
Stoves heating capable of consuming coal, coke or other solid fuel and their component parts...	A	C
Tobacco unmanufactured and manufactured, except cigars and snuffs...	A	C
Tires for motor vehicles and for motor cycles (whether attached to a vehicle or cycle or not) together with articles and materials especially adapted for use in the manufacture or repairs of tires...	B	C
Vices...	A	C
Whalebone meal...	A	C

*Headings Altered.**Delete.**Substitute.*

(A) Guanos.

(A) Guanos, not including whale guano.

(C) Whale guano.

UNITED STATES WAR MEASURES AFFECTING CANADA.

RELAXATION OF EXPORT AND IMPORT RESTRICTIONS.

Removals from and Modifications of the United States Export Conservation List.

The United States War Trade Board announce the following removals from the Export Conservation List, effective January 4, 1919 (W.T.B.R. 467):—

Apples, dried.
Beef drippings.
Corn grits.
Garden seed.
Mammoth clover seed.
Peaches, dried.
Peas, as follows—
Seed.
Prunes, dried.

Seeds, as follows—
Garden.
Mammoth clover.
Peas.
Sugar beet.
Vegetable.
Sugar beet seed.
Vegetable seed.

The United States War Trade Board announce the following removals from the Export Conservation List, effective January 7, 1919, in W.T.B.R. 483 of January 7, 1919:—

Beans, soya.
Camphor.
Grains, malt.
Gum opium and its products.
Malt.
Malt sprouts.
Morphine and derivatives.
Oil, olive.

Paper, as follows—
News print.
Print.
Salts, as follows—
Heroin.
Morphine.
Tanning extracts, as follows—
Chesnut.
Quebracho.

The United States War Trade Board also announce that corn sugar is no longer considered as upon the Conservation List under the general heading "sugar."

The United States War Trade Board also announce that "feeds" and "fodders" have been removed from the Conservation List. These terms have been used to cover cattle and animal feeds, all of which are now removed from the Conservation List with the exception of those which appear under their own title, such as "cottonseed cake," "linseed meal," etc.

The United States War Trade Board announce, W.T.B.R. 485, January 8, 1919, that all vegetable seeds and field seeds, except red clover seed, have been removed from the Export Conservation List.

Attention is called to the fact that under RAC-63 and RAC-65 all seeds except red clover seed may be exported to certain destinations without individual licenses, provided the export declaration states that the commodity is to be used for seed purposes and not for food.

Removals from Lists of United States Restricted Imports.

The United States War Trade Board announce, in W.T.B.R. 469, of January 1, 1919, that the following items have been removed from United States Lists of Restricted Imports No. 1 and No. 2. Licenses will be issued freely, when applications are otherwise in order, for the importation of such commodities when shipped from any primary or overseas market on or after January 1, 1919:—

List No. 1.

Item.
22. Manufactures of cotton.

List No. 2.

Item.
101. Lime.
102. Talc and soapstone.
103. Shellfish.
104. Molybdenum.
105. Tobacco leaf.
106. Fish, fresh, cured, and preserved.
107. Animal oils.
108. Aloxite and borocarbene.
109. Borax.
110. Cement for building purposes.
111. Chloride of lime (or bleaching powder).
112. Cyanide of soda.
113. Dairy products.
115. Lead.
116. Magnesite.
117. Meat products and preserved meats.
118. Paraffin.
119. Pumice.
120. Starch.
121. Stone and manufactures thereof.
122. Argols or wine lees.
123. Bones, hoofs, and horns, unmanufactured.

Item.
124. Baskets of wood, bamboo, straw, or compositions of wood.
125. Cork, unmanufactured, and manufactures thereof.
126. Edible substances, not specially provided for in tariff schedules.
128. Fans.
129. Fuller's earth.
130. Furniture.
131. Furs and manufactures thereof.
133. Glue and glue size.
134. Glue stock and hide cuttings, raw.
135. Hair, human, and manufactures thereof.
136. Horsehair, artificial, and manufactures thereof.
138. Ivory, animal, and manufactures thereof.
140. Moss and seaweed.
141. Paper and manufactures thereof.
142. Paper stock, crude.
143. Straw and grass, unmanufactured, and manufactured thereof.
144. Tea waste, siftings or sweepings.
146. Quebracho wood.

The United States War Trade Board also announce that the restriction upon the importation of gypsum has been removed.

GENERAL IMPORT LICENSE ON CANADIAN FURS.

The United States War Trade Board announces in a new ruling (W.T.B.R. 481) that a general import license, to be known as PBF No. 30, has been issued, covering the importation from Canada of raw furs of Canadian origin when consigned to Funsten Bros. & Co., George B. Herzig Co. Inc., Joseph Ullman (Inc.), or to such other firms as may enter into an appropriate agreement with the War Trade Board. This agreement is substantially that in consideration of the issuance of the general license the licensee firm agrees to report the receipt of shipments of furs under such general license which may not be of Canadian origin and to hold the same subject to the disposition of the War Trade Board.

FURTHER REMOVALS OF IMPORT RESTRICTIONS.

The United States War Trade Board announces in a new ruling (W.T.B.R. 482) that the following commodities have been removed from the restricted lists and that licenses may now be issued, when the applications therefor are otherwise in order, for their importation from any primary or overseas market:—

List of Restricted United States Imports No. 1.

14. Coal-tar distillates, except synthetic indigo. (Synthetic indigo, list 2, item 137, removed December 23. See ruling 405.)
26. Eggs of poultry. (Eggs, dried, frozen, prepared, or preserved, and yolks of eggs, list 2, item 127, removed December 12. See ruling 367.)
28. Explosives, except fulminates and gunpowder. (Fulminates and gunpowder excluded from original restriction.)
45. Matches, friction and lucifer.
46. Fresh meats.

List of Restricted United States Imports No. 2.

132. Glass and glassware (not including optical glass, etc. Optical glass, etc., excluded from original restriction.)

Special United States Restrictions Removed.

Balsa wood: W.T.B.R. 273, issued October 17, 1918, restricting the importation of Balsa wood, has been revoked.

Wood as classified under tariff paragraph 647: W.T.B.R. 318, issued November 13, 1918, restricting the importation of wood, has been revoked.

Caffeine, caffeina, theine, or trimethylxanthine: W.T.B.R. 136, issued June 16, 1918, restricting the importation of the above commodities, has been revoked.

Castor oil and castor beans: W.T.B.R. 138, issued June 16, 1918, restricting the importation of castor oil and providing for the execution of an agreement to the War Trade Board, has been revoked.

Alfalfa seed and hemp seed: W.T.B.R. 231, issued September 16, 1918, restricting the importation of alfalfa seed and hemp seed, has been revoked.

Vegetable ivory or tagua nuts: W.T.B.R. 125, issued June 3, 1918, restricting the importation of tagua nuts, has been revoked.

APPLICATIONS IN ORDER FOR GERMAN MOORING CONCESSIONS AT VALPARAISO.

(Cablegram from the American Ambassador at Santiago, Chile, in United States Commerce Reports.)

The American consul at Valparaiso advises that German mooring concessions have been cancelled and that other companies can now apply for the places formerly occupied by German vessels. Of two applications made for buoys, the first has been granted subject to the following limitations:—

It is understood that permission is being granted without prejudicing the rights of third party, the right being reserved by the maritime authority, upon giving three months' notice, to declare the present concession void if the needs of the service so demand and without any claim being preferred or indemnity on the part of the concessionary, and having in mind that there is under consideration the project of the establishment of mooring buoys for the account of the Government.

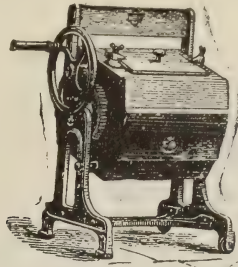
DEMAND FOR WASHING AND WRINGING MACHINES AND CHURNS IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

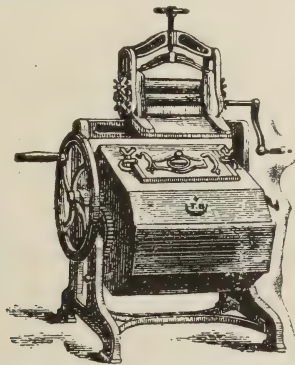
WASHING AND WRINGING MACHINES.

Manchester, December 24, 1918.—From time to time during the last four years inquiries have been received from Canadian manufacturers regarding the demand in the United Kingdom for washing and wringing machines. Circumstances have prevented the development of this trade, shipping space being practically unobtainable

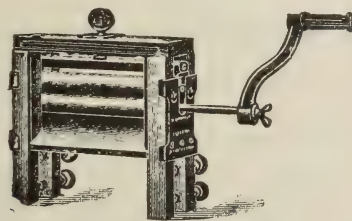
and freight rates being abnormal. As there is now some hope of relief in that respect, it has been thought advisable to forward the following illustrations for the guidance of manufacturers who contemplate turning their attention to the British market.



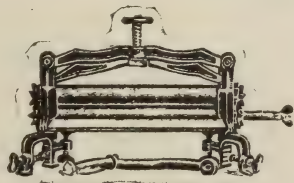
The above washing machine is sold retail at a little less than \$35. It has a capacity of from six to eight shirts or a blanket.



The above combined washing and wringing machine is now offered retail at \$95.



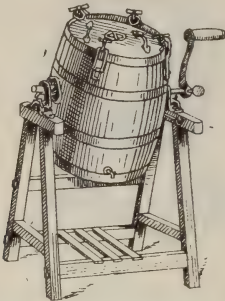
The above india-rubber wringer is made in the following sizes: 12-inch, 14-inch, and 16-inch rollers, the retail prices being \$10.50, \$14 and \$16 respectively.



This wringer is manufactured in three sizes of rubber rollers, 12-inch, 14-inch and 16-inch, the retail prices being \$9, \$10.25 and \$12 respectively.

CHURN IN COMMON USE.

The following is an illustration of a churn in fairly common use.



This churn is made with the following capacities, and the retail approximate prices are attached to each.

2 gallons and under	\$22 00
4 " "	28 50
6 " "	34 50
10 " "	42 50
13 " "	47 50
15 " "	50 00
18 " "	54 50
23 " "	61 00
27 " "	65 00

Manufacturers seeking a market for churns, are invited to forward illustrations and prices delivered Manchester, as soon as conditions permit.

THE FINANCIAL NEEDS OF BRITISH TRADE AND INDUSTRY AFTER THE WAR.

Report of a British Committee on Financial Facilities.

The Canadian High Commissioner in London has forwarded to the Department of Trade and Commerce, Ottawa, a report on financial facilities after the war for British trade and industry. The committee consisting of—

- Sir Richard V. Vassar-Smith, Lloyds' Bank (chairman);
- Sir John Bradbury, K.C.B., Secretary to the Treasury;
- Mr. A. E. L. Chorlton, of Ruston, Proctor & Company, Limited;
- Mr. E. Brocklehurst Fielden, Deputy Chairman, Lancashire and Yorkshire Railway Company;
- Sir Algernon F. Firth, President of the Associated Chambers of Commerce of the United Kingdom;
- Mr. Robert Flemming;
- Mr. A. C. D. Fairdner, Union Bank of Scotland;
- Mr. Frederick C. Goodenough, of Messrs. Barclay & Company, Limited;
- Sir Alexander McDowell, K.B.E.;
- Sir Alexander Rodger, Ministry of Reconstruction;
- Mr. John Sampson, as Representative of the Controlled Establishments Association.
- Mr. A. W. Tait, of Messrs. G. A. Touche & Company; with
- Mr. R. C. Smallwood, as secretary,

divides the report into two sections: (1) The Financial Needs of British Trade and Industry after the war; (2) The Provisions of Financial Facilities. We publish extracts from Part I below. Extracts from Part II will appear in the next issue of the *Weekly Bulletin*.

INTRODUCTORY.

Although the provision of financial facilities is undoubtedly an important factor in the reconversion of trade and industry, we do not think that it is by any means the primary factor. The remedy for the wastage of capital during the war lies mainly in increased production and genuine saving. A rapid return to normal conditions will depend primarily on the amount of raw material and labour available, and should there be a shortage in either case, upon the efficient distribution of the available supplies to the most urgent national needs of production. This problem is intimately bound up with questions such as the amount and utilization of the available shipping tonnage, the rectification and maintenance of the foreign exchanges, and the manner in which the currency note issue will be dealt with. Much depends upon the successful solution of these problems, which form the foundations upon which financial policy rests ultimately, particularly in connection with the granting of credit facilities.

Report.

In the course of our inquiry we came to the conclusion that it was not possible to obtain information upon which to frame an estimate of the total cost involved in the reconversion of industry from a war to a peace footing. And, as the special circumstances of many of the more important trades and industries have been, or are now, the subject of inquiry by special committees appointed by various departments of State, we determined, after a review of all the circumstances, to rely mainly upon documentary evidence in connection with this section of our inquiry.

RECONVERSION OF WORKS.

One of the largest factors in the demand for assistance undoubtedly will be the necessity for re-equipping factories and works, and altering machinery only useful for war production, to machinery suitable for peace-time production. The volume of the demand will differ in various industries in accordance with the magnitude of the displacement which has taken place, and the degree in which the character of the war output is removed from the normal peace-time output of the firms concerned. During the reconstruction period the manufacturer will be confronted by two separate calls upon his financial resources, operating more or less at the same time. In the first place, he will have to provide for the expenditure necessary for the reconversion of his plant and works, and secondly, in order to produce the same amount of output after the war as was produced before the war, a larger amount of working capital will be required to meet the enhanced cost of labour and materials and the general increase in standing charges. Stocks of raw materials have been depleted and stocks of the manufactured article have likewise been depleted, or have disappeared altogether. Raw material must be acquired, generally speaking, at substantially higher prices; while interrupted industries are in the process of being re-established, stocks, both of raw material and semi-manufactured articles, may have to be carried for longer periods than under normal conditions. There will be, moreover, in many of these industries a more or less unproductive period by reason of the shortage of materials, during which standing charges will have to be provided for. This will vary, but it will obviously be greater in those industries which are subsidiary in the sense that the raw material required is the finished article in one or more previously applied manufacturing processes. This unproductive period will, in many cases, have to be bridged by means of increased financial facilities. We anticipate an increased demand for loans to meet the circumstances which we have just described, which are abnormal in character and unprecedented in dimensions.

The very great increase in the volume of production which has taken place—notably in the engineering and steel trades—must also be taken into account. The increased demand for war material of all descriptions has resulted in the establishment of many entirely new firms, and necessitated very large extensions of plant and works on the part of established firms. The situation will, therefore, be complicated by the formation in many industries of an enlarged basis for a greatly increased commercial output compared with the pre-war output. This will necessitate seeking new markets and the establishment of new industries, and consequently an increased demand for credit facilities and additional capital.

REPAIRS AND RENEWALS.

The necessity for undertaking, at higher prices, repairs which have been in abeyance owing to the war and which are now much in arrear, constitutes a large item of expenditure which will affect industries at present engaged upon supplying the needs of the civil population, as well as those industries engaged upon war work.

GENERAL CHARACTER OF THE DEMAND.

Owing to the unprecedented nature and dimensions of the change, the general character of the demand for assistance will differ from the demand in normal times, in that it will consist of a greater percentage of demand for loans secured upon capital goods, i.e., constructional material, etc., compared with loans secured upon consumable goods.

These demands may be summarized briefly as follows:—

(a) For a considerable period after the war a greater demand for working capital, owing to the increased cost of labour and materials, the necessity for giving longer credit, and the anticipated expansion in the volume of trade.

(b) A greater demand for extended credits for the purpose of replacing, at higher cost, machinery and plant which has fallen into disrepair on account of the war.

(c) Requirements for reconversion of plant and works which may, in many cases, be on the border line between working credit facilities and new capital requirements in respect of permanent outlay.

(d) New fixed capital requirements in respect of permanent outlay.

ABILITY TO MEET FINANCIAL REQUIREMENTS.

It remains for us to consider the ability of trade and industry generally to meet their financial needs during the reconstruction period. Some of our witnesses have given expression to fears of a general shortage in the supply of money and credit for financing post-war trade and industry. We think that these fears are exaggerated.

The ability to meet the requirements for the reconstruction of factories and works is dependent mainly upon the amount of reserves which it has been possible to accumulate out of past profits. Speaking generally, in this connection trade and industry may be grouped into three main divisions.

In the first place, there is undoubtedly a large group of firms, previously established in various industries, who have been engaged upon the manufacture of war materials from a date soon after the commencement of the war. These firms have been able to do a very considerably increased amount of business, and have made large profits. In spite of the increased taxation, we think that a very large number of these firms will have been able to accumulate reserves sufficient for the needs of reconstruction. Speaking of these established firms, the evidence submitted indicates that their financial position has improved to an extent which should enable them to raise any new capital which may be required, and to obtain from their bankers any increased facilities which may be necessary during the reconstruction period.

The second group consists of a number of firms who became engaged on war work at a later period of the war, when taxation was on a higher level, and the opportunity for accumulating reserves was, consequently, not so great. Many of these firms have been called upon to make large extensions to their works in order to cope with the increased demand for war material of every description. In cases where extensions have been made, we understand that in the majority of instances these extensions have been written down to the estimated post-war value, to the controlled owner, and that the writing down has generally been on a liberal scale. Although it is true that in many cases this may result in the bulk of their liquid resources being locked up in bricks and mortar and fixed plant, it must also be taken into consideration that alteration by way of readaptation to a different class of output, or by way of reduction in size, is a much less expensive matter than an extension.

The third group comprises a number of entirely new firms, which have come into existence owing to the increasing demand for war material of all kinds, without any previous commercial history and with no trade or industry to which to revert after the war. From our own knowledge and experience, and from the evidence which has been placed before us, we are of opinion that the chief financial difficulties will be experienced in connection with this group. It has been urged upon us that it is not in the national interests that these firms should be allowed to peter out after the war, and that every inducement should be given them to continue in business and undertake commercial manufacture, if necessary even to the extent of granting them State financial assistance. We feel that, even if State financial aid is desirable, there are many difficulties in granting such aid. Apart from the fact that it might be regarded as unjust were these firms enabled, by means of State aid, to compete in established industries with firms previously employed in the same industry, it will be difficult, if not impossible, to guard against wastefulness and inefficient management, and to ensure that the money was properly and economically employed.

The solution in these cases appears to us to lie mainly in the establishment of new industries. Everything will depend, however, upon the economic soundness of the industry undertaken, and the ability to meet and maintain the industry in the face of possible future competition. It is not possible to formulate any specific scheme for providing financial assistance for cases of this kind; the capital required for establishment of these industries must necessarily be furnished by the investor or by the individual partners engaged in the business. Each case must be judged on its individual merits, and the ability to attract the capital necessary for its establishment will depend upon the inherent soundness of the proposition and its future prospects.

IMPERIAL DEPARTMENT OF OVERSEAS TRADE ANNOUNCEMENT.

Montreal, January 9, 1919.—By a reciprocal arrangement between the Imperial Department of Overseas Trade and the Canadian Department of Trade and Commerce, the *Weekly Bulletin* publishes inquiries received from British export houses desirous of establishing connections with Canada.

Canadian manufacturers who are importers of raw materials or semi-finished products, and who may desire to obtain these materials or products from the United Kingdom, are invited to communicate with the undersigned, who will be pleased to furnish the names of the principal United Kingdom firms supplying the goods required.

H.M. Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Quebec. (For the whole of Canada except Ontario.)

H.M. Trade Commissioner in Toronto, 257-260 Confederation Life Building, Toronto, Ontario. (For Ontario only.)

BRITISH INDUSTRIES FAIR.

The Imperial Trade Commissioner in Canada and Newfoundland (Mr. G. T. Milne) is advised by the Department of Overseas Trade in London that the British Industries Fair, organized by the Imperial Board of Trade, will be held in London from February 24 to March 7 next.

About 600 firms will exhibit, all of whom are British manufacturers of the following classes of goods:—

- China and earthenware.
- Glass of all descriptions.
- Paper, stationery and stationers' sundries.
- Printing.
- Fancy goods and travelling requisites.
- Toys and sports' goods.

The Department of Overseas Trade will have offices at the fair and visitors who find difficulty in obtaining any of the goods which they require can obtain the names of suitable British manufacturers by applying to the officials at the fair.

A large number of invitations have been issued by the Department of Overseas Trade to Canadian firms likely to be interested in the fair. The buyers or partners of Canadian firms who contemplate visiting the United Kingdom about the time of the fair will be furnished with cards of admission on application to the Imperial Trade Commissioner, at 367 Beaver Hall Square.

EMBARGO ON IMPORT OF BRITISH LIVE STOCK INTO CANADA.

The Canadian Department of Agriculture issues the following:—

"A cable message was received this morning from the High Commissioner for Canada in London, England, advising this department of an outbreak of Foot and Mouth Disease in the county of Yorkshire. An order was immediately signed for the cancelling of all permits already issued for the importation of cattle, sheep and other ruminants and swine into Canada from Great Britain, with the exception of those covering animals already on shipboard en route. Notification has been sent to steamship companies and live stock breeders interested."

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN AND HALIFAX.

The Canadian Pacific railway announces the following proposed sailings from West St. John, St. John and Halifax, subject to change without notice:—

West St. John to Liverpool.—*Minnedosa*, C.P.O.S. Lines, about January 21; *Melita*, C.P.O.S. Lines, about January 25; *Corsican*, C.P.O.S. Lines, about February 1.

West St. John to London.—*Montcalm*, C.P.O.S. Lines, about January 20; *Pretorian*, C.P.O.S. Lines, about January 31; *Sardinian*, C.P.O.S. Lines, about February 3.

West St. John to Glasgow.—*Titan*, C.P.O.S. Lines, about January 25; *Telemachus*, C.P.O.S. Lines, about January 28; *Cassandra*, Anchor-Donaldson Line, about January 31; *Montezuma*, C.P.O.S. Lines, about February 3.

West St. John to Belfast.—*Fanad Head*, Head Line, about January 20; *Carrigan Head*, Head Line, about February 15.

West St. John to Dublin.—*Ramore Head*, Head Line, about February 5.

West St. John to Australasian Ports.—To Auckland, Wellington, Lyttleton, Dunedin, Melbourne and Sydney, a steamer, New Zealand Shipping Company, about January 31.

St. John to Bermuda, St. Kitts, Dominica, St. Lucia, Barbados, Trinidad, Demerara, etc.—**Chaleur*, Royal Mail Steam Packet Company, February 7.

Halifax to Santiago (Cuba) and Jamaica.—*Amanda*, Pickford & Black, about January 24.

The Canadian Pacific railway announce rates on application. Limited commercial steamer space to United Kingdom is offering. Inquiries are solicited by the company.

TRADE OF BRITISH GUIANA, 1917.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, December 23, 1918.—The report of the Comptroller of Customs, British Guiana, on the transactions of his department for 1917 has recently come to hand, and shows that the trade of the colony which has been increasing for a number of years past is still tending upward; that the total aggregate trade for the year, including transit, reached \$36,417,379; that including transit imports were \$15,700,879 and exports \$20,716,508; that revenue from customs increased \$256,163; that the number of vessels calling at the port had also increased, and that altogether a prosperous condition was indicated in the colony during the year. The comptroller concludes his report by remarking "on the necessity for thankfulness . . . for the calm and peaceful times that we have been privileged to enjoy."

DIRECTION OF TRADE.

The United Kingdom had the largest share of the aggregate trade, amounting to nearly 39 per cent, Canada second place with about 27 per cent, and the United States third with 18 per cent. In the import trade, however, the United States had first place and Canada third; but in the exports the United Kingdom again ranked first and Canada second.

The following table will show the trend of the trade during 1917:—

	1916.		1917.	
	Imports.	Exports.	Imports.	Exports.
United Kingdom.. . . .	\$ 4,939,533	\$ 6,131,249	\$ 4,984,727	\$ 9,171,874
British Colonies.. . . .	2,469,834	7,837,712	3,091,666	9,297,311
Foreign countries	4,455,962	4,069,755	7,624,486	2,247,323
	<u>\$11,865,329</u>	<u>\$18,038,716</u>	<u>\$15,700,879</u>	<u>\$20,716,508</u>

IMPORTS INCREASE.

Since 1915 there has been a gradual increase taking place in the value of foods and drinks imported, amounting approximately to \$1,175,000. Compared with that year, there was an increase also in raw materials of about \$470,000, and in manufactured and miscellaneous goods of \$3,400,000, making a total increase in the imports during the last three years of \$5,151,193. In foods and drinks the increases came chiefly from British colonies and foreign countries, a slight falling off taking place in the imports from the United Kingdom, while in raw materials the United Kingdom had first place, the increase valuing \$350,000, and an increase from British colonies of about \$150,000, half in lumber from Canada. In manufactured goods, however, the

* Sails from Halifax.

largest increases appear. To British colonies stands credited an increase of \$370,000, but the most striking feature is the large quantity of manufactured goods which have been imported from the United States. In 1915 the total value credited to that country in these lines was \$774,304, and last year rose to \$3,692,508, due, no doubt, entirely to war conditions.

MANUFACTURED GOODS FROM UNITED STATES.

The principal items which made up the increase in manufactured goods imported from the United States, as compared with 1915, may be noted with the approximate increase in value as follows: Boots and shoes increased in value, \$70,000; canned and preserved fish, \$60,000; leather manufactures, \$15,000; chemicals and proprietary medicines, \$55,000; hardware and cutlery, \$80,000; lard and butter substitutes, \$45,000; sewing machines, \$14,000; nails and spikes, \$7,000; and under the head of unenumerated imports an increase of nearly \$2,000,000, a large part of which would be manufactured goods. The total trade with the United States increased in the three-year period, \$3,708,760.

IMPORTS FROM CANADA.

In 1912, the year before the Reciprocity Agreement went into effect, the total value of the imports from Canada was \$539,412, and the following year rose to \$692,928. Since then, due largely to the trade agreement, a consistent improvement has taken place in the value of the imports, which now stand at \$2,113,199. Some of this increase is due probably to the war, which has enhanced prices. In nearly all the items given in the list hereunder of imports from Canada, both quantities and values have increased, except in the following articles in which the declines are only temporary: Biscuit, brooms and brushes, oilmeal and cakes, cordage, fish canned, and flour. No doubt the trade with Canada is in a satisfactory condition at the present time and may be expected to grow larger each year. It is to be hoped when times are normal that Canadian manufacturers will take the trade of British Guiana and the West Indies into more serious consideration and send down proper representatives to learn more about their requirements. Canadian trade has grown up to the present without this aid and may be attributed to the local West Indian firms, who have themselves obtained Canadian agencies and are pushing Canadian goods.

The following table will show the details of the trade with Canada in the last three years:—

COMPARATIVE STATEMENT OF TRADE WITH CANADA IN YEARS 1915, 1916 AND 1917.

Imports.

Commodities.	1915.	1916.	1917.
Bags, trunks and valises.	\$ 1,035	\$ 1,093	\$ 2,027
Biscuits, bread, etc. (unsweetened).	2,054	2,582	3,254
Boots and shoes.	2,573	5,335	6,478
Brooms and brushes.	5,158	5,228	7,540
Butter.	6,153	10,718	16,313
Oilmeal and cakes.	2,798	1,491	—
Cheese.	23,036	25,867	36,637
Calcium carbide.	1,384	1,512	1,953
Cordage.	6,202	7,937	8,520
Fish (tinned or canned).	165	1,046	—
" (dried and salted).	761,707	863,693	1,034,840
Grain and pulse.	96,444	97,533	129,217
Hay and chaff.	4,464	4,719	4,623
Nails and spikes.	11,840	18,686	33,128
Oil, other than petroleum.	2,285	5,891	11,184
Paints and colours.	6,092	10,369	27,154
Paper, other than printing.	1,533	1,440	5,977
Vegetables (fresh).	80,546	93,810	114,916
Lumber.	83,109	65,001	152,022
Unenumerated.	45,392	85,406	215,698
Total value of all imports.	\$1,329,057	\$1,534,693	\$2,113,199

Exports.

Commodities.	1915.	1916.	1917.
Cocoanuts..	\$ 2,933	\$ 6,822	\$ 8,502
Hides..	505	578	—
Rum..	53,641	84,006	41,318
Sugar..	5,419,964	6,654,912	7,475,173
Lumber..	132	4	403
Others	64	626	1,065
Total value of all exports.	<u>\$5,477,239</u>	<u>\$6,746,948</u>	<u>\$7,526,461</u>

LESS FLOUR IMPORTED.

The import of flour was less in 1917 than any year of the decade amounting to only 142,877 bags, rather under the lowest point of consumption which is placed at 12,000 per month. In recent years the requirements of the colony were about 15,000 bags per month. Though the quantity of flour imported was less than in any other year, the value was greater. Of the 142,877 bags imported, 103,449 bags came from Canada under the preference and 39,026 from the United States. The duty on Canadian flour is 90 cents per bag and under the general tariff \$1.15. The statistics show that with some fluctuation there has been a steady decline in the consumption of flour per head in the last ten years. At that time the consumption was .62 of a bag, equal to about 120 pounds of flour per person, and has now fallen to 45 per cent or a little over 88 pounds.

FISH.

Since the war there has been a falling off in the total quantity of dried and smoked fish imported, and last year less than in any year of the decade though the value was highest. There has been also a falling off of about 20 per cent in the total quantity of pickled fish imported. For many years Canada supplied on an average about 85 per cent of the dried fish, but this percentage has not been maintained and has dropped to about 75 per cent. The duty on smoked and dried fish per cwt. is 50 cents preferential and 56 cents general. As stated above, it is shown that the consumption of smoked and dried fish per capita was, in 1908, decimal .16 of a cwt. and in 1917, decimal .11.

STATEMENT SHOWING VALUE OF IMPORTATION OF PRINCIPAL ARTICLES DURING 1917 AND TWO PREVIOUS YEARS.

Articles.	1915. Value.	1916. Value.	1917. Value.
Bags and sacks..	\$ 230,945	\$ 323,333	\$ 393,726
Biscuits and bread, unsweetened..	19,018	18,361	28,419
Beer and ale..	120,959	126,595	183,842
Boots and shoes..	132,991	158,617	172,725
Butter	119,364	170,896	139,550
Lard and substitutes..	36,921	64,411	77,241
Cheese..	38,096	40,388	41,729
Earthenware, china and glassware.	30,641	45,362	54,770
Coal..	190,410	246,185	433,641
Coffee..	4,173	4,381	2,370
Confectionery, jams and jellies..	17,006	24,374	13,995
Fish, smoked or dried	235,125	299,559	325,407
Fruit and vegetables, dried and canned..	25,024	25,762	25,012
Flour..	942,736	1,087,225	1,436,342
Grain and pulse	322,040	341,590	309,733
Hardware and cutlery	90,194	118,327	173,391
Leather, except boots and shoes..	12,383	22,775	34,726
Lime..	22,778	24,794	33,781
Machinery..	488,297	695,733	1,234,696
Manure..	775,187	971,703	1,129,080
Beef and pork (pickled, etc.).. .	256,783	250,251	463,271
Meat, canned..	11,925	9,271	13,283

STATEMENT SHOWING VALUE OF IMPORTATION OF PRINCIPAL ARTICLES, ETC.—*Continued.*

Articles.	1915. Value.	1916. Value.	1917. Value.
Medicines and drugs	\$ 83,216	\$ 101,442	\$ 117,038
Milk, condensed	48,034	64,738	70,465
Oils (petroleum refined)	95,650	140,566	113,985
Oils, other	195,361	313,521	345,646
Opium and gange	21,507	15,438	27,716
Paper, other than printing	100,316	175,790	191,941
Salt, coarse and fine	22,785	25,622	43,356
Soap, fancy and common	98,234	150,306	163,661
Spirits and strong waters, other than medicinal preparations	121,005	128,630	120,585
Tobacco, in leaf	44,920	53,028	73,899
Tobacco, manufactured	100,983	116,404	119,178
Textiles, manufactured	1,287,437	1,156,997	2,150,677
Vegetables, fresh	214,883	421,713	287,609
Wine	32,729	37,138	53,197

EXPORTS INCREASE IN VALUE.

The value of the exports of the produce of the colony exceeds that of the previous year by \$2,113,606, and in fact established a record in both sugar and the minor products, the total amounting to \$18,253,716. There was also a transit trade of \$709,353 in British and foreign goods supplied neighbouring colonies, and, in addition, a transshipment trade of \$1,753,439 due to the fact that no direct steamship communication existed between the principal exporting countries and French and Dutch Guiana, and goods for these countries required to be landed in British Guiana and reshipped. With these figures added, the total exports were in excess of the average of the previous five years by \$6,820,066.

The following table shows the value of the exports of the staple and minor products since 1911, exclusive of the transit trade and transshipments:—

STATEMENT SHOWING TOTAL VALUE OF EXPORTS OF PRODUCE OF THE COLONY SINCE 1911.

Year.	Exports of Sugar, Rum, Molasses and Molascuit.	Exports of Other Produce of Colony.	Total Value of Exports.
1911	\$ 6,733,430 45	\$2,150,089 73	\$ 8,883,520 18
1912	5,727,045 53	1,842,497 00	7,569,542 53
1913	6,410,400 00	3,155,444 00	9,565,844 00
1914	8,741,728 00	2,571,354 00	11,313,082 00
1915	12,124,104 00	2,709,720 00	14,833,824 00
1916	13,115,412 00	3,024,698 00	16,140,110 00
1917	14,782,607 00	3,471,109 00	18,253,716 00

SUGAR AND MOLASSES.

Since 1914 the sugar industry has been on prosperous times, and doing well for all concerned in it. In 1917 the quantity of sugar exported was upwards of 114,000 tons, valued at \$12,000,140. Of this about 29,000 tons went to the United Kingdom and 70,000 tons to Canada. Over the previous year there was an excess in production of 247,135 hundredweights. Molasses also increased over 1916 by 149,940 gallons, valued at \$31,290; and molascuit by 1,427 tons, at \$45,989.

It is interesting to note that in the years previous to 1914 the value of sugar taken statistically in the customs returns fluctuated from \$41.64 to \$62.83. In 1914 this value rose to \$70.56, in 1915 to \$85.03, and last year to \$105.26.

RICE AND THE MINOR INDUSTRIES.

There has been a steady increase in the annual aggregate value of the minor products, the increase in the last ten years exceeding \$1,000,000. Rice, diamonds, balata, and cocoanuts have chiefly contributed to this increase. Last year there was an increase in the quantity of rice grown, export of which increased fourfold in the last ten years, and above this a sufficient supply to satisfy local demands. Up to 1907 the

annual import of this cereal was in the neighbourhood of 1,000 tons, and now only a few tons of seed rice are imported. During last year increased export was shown in the following articles: Balata, cocoanuts, diamonds, cocoanut oil, railway sleepers and shingles. Decreases appeared only in rum, greenheart, citrate of lime, cocoa, coffee and hides.

The following tables give the quantity and value of the export of these industries during 1916-17:—

Articles.	1916.		1917.	
	Quantities.	Value.	Quantities.	Value.
Rice.. . . .lb.	29,141,056	\$1,043,502	52,182,192	\$1,422,805
Coffee.. . . ."	501,312	28,488	262,976	33,025
Cocoa.. . . ."	46,592	6,055	7,952	1,240
Copra.. . . ."	237,104	10,012	168,784	12,164
Cocoanuts.. . .number.	1,631,357	28,076	1,911,404	41,526
Ricemeal.. . . .tons.	301	7,713	140	7,882
Lumber.. . . .ft.	360,439	22,985	191,091	16,978
Balata.. . . .lb.	1,450,702	786,701	1,595,838	954,543
Timber.. . . .c. ft.	138,156	65,758	51,769	26,146
Diamonds.. . . .carats.	16,180	143,044	16,985	185,788
Totals.. . . .		\$2,162,334		\$2,702,097

TOTAL QUANTITY OF SUGAR EXPORTED TO CANADA AND UNITED STATES SINCE 1911.

Year.	Total Exports—All		
	To Canada. Tons.	To United States. Tons.	Countries. Tons.
1911.. . . .	59,089	27,227	98,453
1912.. . . .	55,694	9,354	77,821
1913.. . . .	65,032	3,497	87,414
1914.. . . .	52,191	2,735	107,138
1915.. . . .	65,656	2,204	116,224
1916.. . . .	68,104	9,357	101,650
1917.. . . .	70,903	347	114,007

TRADE, AGRICULTURE AND INDUSTRIES OF GRENADA.

Extract from British Colonial Report.

TOTAL TRADE.

October, 1918.—The total trade, represented by the combined value of imports (£353,978) and exports (£480,553), amounted in 1917 to £834,531.

IMPORTS.

The principal articles imported (exceeding £5,000 in value) are given below, the increase or decrease as compared with the previous year being indicated:—

Commodity.	Value.	Increase.	Decrease.
Apparel.. . . .	£ 5,264	.....	£ 563
Bags and sacks.. . . .	8,728	£ 2,365	—
Biscuits, bread and cakes.. . . .	7,554	.....	393
Boots and shoes.. . . .	7,661	446	—
Motor cars, including parts.. . . .	12,699	5,504	—
Cement.. . . .	5,870	3,173	—
Cotton manufactures.. . . .	38,519	.....	3,914
Fish, dried and salted.. . . .	18,850	3,502	—
Rice.. . . .	10,494	1,278	—
Flour.. . . .	53,146	12,955	—
Haberdashery and millinery.. . . .	7,161	1,338	—
Hardware.. . . .	5,463	1,052	—
Meat, salted and cured.. . . .	7,242	583	—
Soap, common.. . . .	5,584	593	—
Sugar.. . . .	20,449	4,875	—
Spirits and wines.. . . .	6,111	.....	2,798

With the exception of motor cars, bags and sacks, and sugar, the increased values of imports are the result of higher prices and not of increased quantities imported; on the contrary, with the exceptions mentioned, the quantities have decreased.

The greatly increased importation of motor cars and accessories is somewhat striking. It is the result of the distribution of wealth among a numerous body of landed proprietors, small and large, owing to the high prices obtained for the colony's exports of cocoa and spices. The trade in motor cars has sprung up since the war, and its value, including parts, was last year £12,699. Almost without exception the cars are imported from the United States.

EXPORTS.

The exports in the calendar year 1917 were as follows:—

	Quantity. Cwt.	Value. £	Increase in Value. £	Decrease in Value. £
Cocoa.. . . .	104,520	412,260	.....	37,684
Spices—				
Nutmegs.. . . .	11,818	23,520	.....	8,427
Mace.. . . .	2,048	15,397	.....	1,476
Lime juice.. . . .	.....	11,184	.....	3,302
Cotton.. . . .	2,453	9,182	.....	5,361
Cotton seed.. . . .	6,199	2,347	.....	802

Cocoa shipments to the United Kingdom were valued at £254,760; to the United States £147,575, and to Canada £5,519.

Nutmegs were exported principally to the United States and Canada, the values being £11,160 and £8,200 respectively, while shipments to the United Kingdom amounted to £4,147.

Mace went principally to the United Kingdom, to the value of £9,569; the United States coming second with £3,689 and Canada third with £2,139.

All of the cotton and lime juice from the colony was exported to the United Kingdom.

DIRECTION OF TRADE.

The direction of trade is shown in the following table:—

	Imports.		Exports.		Total Trade.	
	Value.	Per-centage.	Value.	Per-centage.	Value.	Per-centage.
United Kingdom	£ 95,681	27.0	£289,293	60.2	£384,974	46.1
United States.. . . .	157,758	44.6	162,643	33.8	320,401	38.4
British Colonies	88,399	25.0	27,409	5.7	115,808	13.9
Other places.	12,140	3.4	1,208	0.3	13,348	1.6
Total value.	£353,978	....	£480,553	....	£834,531	—

The import trade from the United Kingdom decreased by 8 per cent, and the trade from the United States increased by almost a similar percentage (actual, 7.6 per cent). The destination of exports did not vary to quite the same extent; the percentage to the United Kingdom fell by 4.8 and that to the United States gained by 2.8.

On the combined trade of imports and exports, the United Kingdom still leads with 46.1 per cent of the total, followed by the United States with 38.4.

TRADE WITH CANADA.

The progress of trade to and from Canada is shown in the following statement:—

	1914.	1915.	1916.	1917.
Exports to Canada.. . . .	£ 1,708	£ 3,681	£11,518	£15,858
Imports from Canada.	23,604	26,986	25,680	25,914

According to value, the import trade has remained almost stationary, which indicates, as prices are so much higher, that the actual volume of imports has decreased.

The growth of the export trade from £1,708 to £15,858 in the course of four years has exceeded expectations. The exports in 1917 consisted of spices valued at £10,339 and cocoa valued at £5,519. This development of a new market for the colony's products removes any ground for objection from Grenada to the tariff reciprocity agreement on the plea that it is one-sided. Over and above the equality in actual tariff concessions that has now arisen, the colony, in common with other West Indian Islands, enjoys the great benefit of the regular Canadian steamship service which is subsidized entirely by Canada. The contract for the steamer service expires this year.

AGRICULTURE.

Cocoa.—It appears that the export of cocoa in the crop year ended September 30, 1917, amounting to 78,535 bags, was only 1,499 bags short of the record crop of 80,034 bags for the year ended September 30, 1916. The value of the crop as exported was £486,519.

The thrips disease reported as being prevalent in the preceding year is not yet eradicated, but the attacks are stated to be much less severe. The services of Mr. F. W. Ulrich, Entomologist of the Trinidad Board of Agriculture, were requisitioned for investigation of the disease, and measures recommended by him to exterminate the pest are being undertaken.

Spices.—The upward tendency in production that had continued for six years was not maintained, the exports in the crop year ended September 30, 1917, showing a decrease of 402,079 pounds in quantity and £16,901 in value. The prices in the current year, it may be mentioned, have increased enormously, promising a very satisfactory monetary return.

Cotton.—The Marie Galante cotton crop, which is grown wholly in Carriacou, again showed a considerable reduction, the lint produced being 2,453 cwt. as compared with 3,116 cwt. in the preceding year. The high market prices continued throughout the year.

Efforts are being made to grow Sea Island cotton, the cultivation of which in Grenada has not hitherto been successful.

Limes.—This cultivation is being further extended, and it is reported that between forty and fifty estates and holdings are extending the cultivation. Only very small shipments of juice have so far been made from Grenada plantations. The main cultivation is confined at present to Carriacou, in which dependency a decrease in production occurred last year. The Superintendent of Agriculture furnishes the following statement showing the progress of the lime industry:—

	Raw Juice.	Concentrated Juice.	Green Limes.	Otto of Limes.	Total Value.
	Galls.	Galls.	Brl.	Lb.	£
1914.	Nil.	2,375	6	Nil.	1,375
1915.	31,615	3,950	Nil.	12	6,407
1916.	150,525	7,500	Nil.	Nil.	14,486
1917.	104,617	5,650	Nil.	Nil.	11,184

Subsidiary crops.—Sugar cultivation shows no tendency to expand, although high prices continue to prevail. The value of sugar imported last year was £20,449; in point of value it ranks third in the list of imports. The real fact is that with so much of the fertile land being under permanent cultivation of cocoa and spices, there is insufficient fertile land left for any other industry that requires for its success cultivation on a large scale, as does sugar. The tendency is more and more to go in for other permanent crops such as limes and cocoanuts. Efforts to stimulate production

of ground provisions are being vigorously undertaken, with the object of making the poorer classes more independent of imported foodstuffs, which are still imported to too great an extent.

INDUSTRIES.

The manufacture of ice, a necessity for comfort and health in the Tropics, is carried on at a factory in St. George's. The Government, by the grant of subsidies, makes the sale of ice possible in all the towns of the island and in Carriacou at reasonable prices, and at specially reduced rates to sick persons.

A small amount of sugar of the muscovado grade is manufactured at two sugar mills, while numerous smaller mills make what is locally known as "wet" sugar.

Fourteen distilleries were at work during the year, the output of rum being 60,041 proof gallons. None of it was exported; on the contrary, 1,288 proof gallons of rum were imported from Barbados.

SHIPPING.

The tonnage of vessels entered at Grenada during the last three years was as follows:—

1915.. .. .	425,188
1916.. .. .	361,302
1917.. .. .	375,440

The steamer tonnage entered in 1917 was 365,146, and sailing tonnage 10,294. The same steamer tonnage cleared in the year.

All the steamer tonnage was British: seven Dutch and eleven Venezuelan sailing vessels of small tonnage entered and cleared during the year.

SOME AUSTRALIAN IMPORTS OF INTEREST TO CANADIANS.

(From Review of Australian Trade.)

TRADE COMMISSIONER D. H. ROSS.

Paper.

Melbourne.—Aggregating the imports of paper of all kinds—including printing, wall and wrapping paper—paper board, stationery and stationers' sundries, the extent of the importations into the Commonwealth is shown in the following schedule:—

	1915-16 £	1916-17 £	Increase £
Total imports.. . . .	2,961,310	4,462,040	1,500,730

Eliminating the item of printing paper, which is dealt with under a separate heading, the other lines of paper, boards, stationery, etc., imported from Canada in 1915-16 are shown thus:—

	1915-16.	1916-17.	+Increase. —Decrease.
Paper, advertising.. . . .	£ 1,671	£ 1,226	—£ 445
Paper, millboard, etc..	8,961	10,664	+ 1,703
Paper, wall.. . . .	1,017	2,928	+ 1,911
Paper, wrapping.. . . .	17,871	16,359	— 1,512
Paper, n.e.i., boards, etc..	388	1,205	+ 817
Paper, other.. . . .	44	464	+ 420
Paper, books, printed, inks, etc..	92	.....	— 92
Paper, billheads, writing paper, etc..	129	23	— 106
Paper, account books.. . . .	.....	15	+ 15
	<u>£30,173</u>	<u>£32,884</u>	<u>+£ 2,711</u>

As in some other classification the values credited to Canada are less than the actual trade accomplished. The attention of Canadian manufacturers is directed to the appended detailed schedules, which give particulars of Australian imports of paper from all countries during the years 1915-16 and 1916-17.

AUSTRALIAN PRINTING PAPER REQUIREMENTS.

The value of printing paper imported into Australia in 1916-17 was £1,810,941, showing an increase of £906,571. The increase in the value of the imports from Canada was only £136, but the total of £267,970 is the highest yet recorded from the Dominion. The imports from the United States were £308,863, showing a marked increase of £219,929 as compared with 1915-16, while the supplies from the United Kingdom, Norway and Sweden also increased largely in value. Practically the whole of the printing paper from Canada was newsprint. The imports under this classification are not entirely attributable to newsprint—on reels and flat—as other classes of paper, such as machine-finished lithographic paper, share largely in the values.

The trend of the trade in recent years is disclosed in the comparative statement appended showing the country of origin and value of the imports:—

Imports of printing paper.	1914-15.	1915-16.	1916-17.
United Kingdom.	£329,022	£323,642	£ 534,551
Canada.	122,688	267,834	267,970
Austria-Hungary.	2,182	.....	.....
Belgium.	1,443	723	257
Germany.	13,363	509	124
Netherlands.	5,775	1,950	4,464
Norway.	92,118	108,607	464,990
Syeden.	117,191	111,662	212,844
United States.	200,446	88,934	308,863
Other foreign.	27	19	90
Japan. . . . .	.....	490	5,767
Newfoundland.	2,233	.....	11,021
Other British.	9	.....	.....
	£886,497	£904,370	£1,810,941

The relative importance of each Australian state, as a market for printing paper, is outlined in the following schedule denoting the value imported in 1915-16 and 1916-17:—

State.	1915-16. Value.	1916-17. Value.
New South Wales.	£427,668	£ 728,682
Victoria.	295,117	622,412
Queensland.	68,280	190,641
South Australia.	59,782	140,677
Western Australia.	46,122	108,251
Tasmania.	7,349	20,207
Northern Territory.	52	71
	£904,370	£1,810,941

PARCHMENT WRAPPING PAPER.

True vegetable parchment paper to the value of £45,464 (as compared with £22,866 in the previous year) was imported into Australia in 1916-17. The associated co-operative butter factories in Australia and New Zealand usually combine for the purchase of their requirements from year to year. When the quality of the parchment has been proved by previous shipments, minimum orders for 50 tons in one shipment are given by the butter companies.

The export season commences in August, but purchases of the required parchment are—in normal years—made in February of each year. There is also business done the year round for this class of paper for other than butter-packing requirements.

So far, Canadian manufacturers have not exploited the trade in either parchment or ordinary grease-proof papers.

The sizes of parchment paper in chief demand are:—

48-inch by 12-inch—weight 30 to 32 pounds per ream.

30-inch by 20-inch—weight 20 to 22 pounds per ream.

APPLE WRAPPING PAPER.

Until such time as sufficient steamers with cold storage space—not required for more essential exports—are available, there does not appear much prospect for Australian apples to be exported. For the season of 1918 not a case of apples, except as ships' stores, were sent overseas, hence the requirements of apple wrapping paper will probably be limited, even admitting that some apples for domestic consumption are wrapped for interstate trade. The value of the imports in 1916-17 was £15,895, as compared with £4,706 in the previous year. The size of the thin, tough, white tissue paper imported for wrapping apples is 20 by 30 inches, not to exceed 8½ pounds per ream, packed in bales containing 24 reams of 480 sheets.

Norway and Sweden have hitherto supplied, practically, all this paper, of which it is estimated 2,500 bales are required for a normal season. Samples and quotations upon a f.o.b. steamer or sailing ship basis sent to this office will be promptly submitted to the chief importers in Hobart and Melbourne.

Machinery, Metal Manufactures, Hardware, etc.

The annexed schedule, covering lines of metal and other manufactures imported into Australia in 1915-16 and 1916-17 is submitted for the information of Canadian manufacturers.

In the period under review, heavy hardware, on a c.i.f. basis, was subject to a continued advance in landed costs, from which position there has been no alleviation up to the present time.

The inability of some prominent Canadian industrial companies to make shipments to the Commonwealth, caused through munition orders and the active domestic demand, combined with the lack of transportation facilities, has had an important bearing upon the exports under this schedule to Australia.

A comparative statement of the importations from Canada for the two fiscal years, showing increases and decreases, is appended thus:—

	1915-16. Value.	1916-17. Value.	+ Increase. —Decrease.
Elevators (pneumatic)	£ 493	£ 495	+ £ 2
Printing machines (linotypes)	798	1,072	+ 274
Sewing machines	444	38	— 406
Typewriters	281	253	— 28
Machines and machinery, n.e.i.	3,030	2,285	— 745
Weighing machines, etc., n.e.i.	545	131	— 414
Machine tools, free and 10 per cent.	1,671	184	— 1,487
Tools of trade	3,028	4,021	+ 993
Motive power machinery, n.e.i.	3,649	2,821	— 828
Rock drills	9	303	+ 294
Electrical machinery, fans, etc.	802	1,082	+ 280
Electrical articles and materials	708	680	— 28
Electric and gas appliances	1,259	901	— 358
Metal manufactures, n.e.i.	4,362	5,245	+ 883
Bolts and nuts	2,304	2,330	+ 26
Wire nails, brads, etc.	1,186	2,617	+ 1,431
Axels and springs	577	373	— 204
Brass and metal work	1,683	740	— 943
Lamps and lampware	9,216	3,705	— 5,511
Cutlery . . . . .	.....	10,636	+ 10,636
Stones, lithographic, oil, emery, etc.	621	539	— 82
Iron and steel, barr and rod	12,671	43,442	+ 30,771
“ “ girders, etc.	8,931	6,495	— 2,436

Machinery, Metal Manufactures, Hardware, etc.—Continued.

	1915-16. Value.	1916-17. Value.	+ Increase. —Decrease.
Malleable iron castings.. . . .	3,956	6,575	+ 2,619
Pipes and tubes, not over 6" in diameter	60,843	35,259	— 25,584
Pipes and tubes, wrought, n.e.i.. . . .	1,244	161	— 1,083
Water bore casing tubes.. . . .	3,774	5,703	+ 1,929
Wire, iron and steel.. . . .	44,586	47,906	+ 3,320
" n.e.i. also woven.. . . .	1,053	1,365	+ 312
" barbed.. . . .	90	.....	— 90
Rails and fishplates, etc..	26,903	.....	— 26,903

Engines and Locomotives.

The engine trade in Australia is divided under three general headings: steam, oil, and gasolene engines. The imports of engines in the two years from all countries, according to classification, are shown thus:—

	1915-16. Value.	1916-17. Value.	Decrease.
Imports from all countries.			
Gas and oil.. . . .	£155,288	£110,960	£44,328
Portable and traction.. . . .	57,100	44,879	12,221
Locomotives and parts.. . . .	109,855	78,491	31,364
Total.. . . .	£322,243	£234,330	£87,913

The United Kingdom in 1916-17 supplied gas and oil engines valued at £46,386, portable and traction £12,896, and locomotives £64,732, aggregating £124,014 of the total trade. In the same year imports from the United States were: gas and oil engines £54,380, portable and traction £31,983, and locomotives and parts £13,276, aggregating £99,639. Of the entire trade Canada is credited with £3,411, composed of gas and oil engines.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Large Expenditure Authorized for Public Works.

Milan, December 13, 1918.—The Italian Government with a view to reconstructing and extending the public works of the Kingdom has authorized the following expenditures for the after-the-war peace period:—

- (1) 1,800,000,000 lire for railway material and construction.
- (2) 1,000,000,000 lire for drainage, harbours, bridges, roads, and similar public works.
- (3) 500,000,000 lire for public works of other character and appertaining to the Departments of Posts and Telegraphs, Agriculture, Industry, Public Instruction, etc.

In addition 500,000,000 lire at 3 per cent are to be loaned by the Deposit and Loan Bank to the municipalities, provinces and syndicates for public works.

Unemployment Fund.

The Treasury has decided to apportion to the involuntary unemployment fund the sum of 100,000,000 lire, 2,000,000 of which will be set aside for the constitution and functioning of employment bureaus.

Inventory of State Contracts.

By official decree there has been ordered an inventory of all State contracts given for the supply of war material. There is temporarily suspended (a) the granting of

any new contracts, (b) the execution of those already awarded but on which work has not as yet been commenced, (c) and the utilization of new raw material unless expressly authorized. There are also suspended the conditions of consignment established for awarded contracts. The auxiliary establishments moreover whose whole attention has up till now been devoted to Government work, are authorized to begin manufacturing on their own account and for third parties, and may make use on proper authorization of the raw material already assigned to them by the State.

Interministerial Committee for Transition Period.

A committee, consisting of the Minister of the Treasury (chairman), and the Ministers of War, Marine, Munitions and Transports, Public Works and Industry has been constituted for co-ordinating the action of the various departments in the transition period from war to peace. In the deliberations of this committee will also participate the Commissioners General of Munitions, Aeronautics and of National Combustibles and to its sittings may also be called the directors of the different public services as well as technical experts. The functions of this committee are expressly detailed as follows (a) the apportioning to the State administrations, to private firms and syndicates of the raw and semi-manufactured material and of the finished products now under the control of the various departments and which have been acquired or made for war purposes; (b) the assignment of contracts for public works; (c) the determining of the new prices to be set for such raw material and finished products; and (d) the defining of the production which may be carried on with such material.

Question of Potassium Salts being Studied.

Italy, as other countries, depended upon Germany for her supplies of potassium before the war and imported annually about 23,000 tons, valued at 6,000,000 lire. With a view, however, to rendering herself independent of this supply, a commission under the direction of the Ministry of Arms and Munitions is studying methods for obtaining sufficient quantities at home. The following possible sources, it is understood, are to be investigated: (1) the recovery of potassium from the flue-dust of the metallurgical furnaces; (2) its recovery from the flue-dust of the cement kilns; (3) its extraction from the residue left after the evaporation and calcination of molasses, or of the oily dregs of the pressed olives; (4) from the grease extracted from wool; (5) from the ashes of marine plants; (6) from the salt waters of Italy and her African colonies; (7) from the double silicates of aluminium and potassium, rocks containing these silicates being found abundantly, it is claimed, in the central and southern parts of the peninsula.

Public Improvements for Milan.

The city of Milan has drafted a programme for the carrying out of urgently needed public utilities the enaction of which will involve an expenditure of 150,000,000 lire. These works, which are shortly to be undertaken, include the renovation of the tramway material, the building of a new hospital, the construction of a new poor man's home, the improving of the city electric plant and the development of the port of Milan.

Wood Distillation Works.

Large wood distillation works costing about 2,500,000 lire are being built at Palermo for the extraction of acetone, the distillation of wood spirit and the obtaining of other chemical products from wood. The manufacturing processes are to be carried on under Government direction, and it is stated that the owner has already received contracts amounting to 5,000,000 lire from the Italian Government.

Points from Speech of Minister of Industry and Commerce.

The Minister of Industry and Commerce in a recent speech before the Italian Parliament pointed out that the Government was considering the following:—

(1) The formation of a bank for exportation in which the principal banking institutions of Italy have become interested.

(2) The constitution of a committee of commercial information and the reorganization of the Italian Chamber of Commerce abroad.

(3) The setting up of an interministerial committee for assisting Italian exportation.

(4) The greater use to be made of boards of arbitrators in settling labour disputes.

(5) The constitution of employment bureaus.

(6) The reforming of the existing contracts for private employment.

(7) The drafting of an insurance law for workmen against sickness and old age, basing it on the principle of triple contribution, *i.e.*, by the workmen themselves, by the industrial companies and by the State.

With regard to future tariff arrangements the minister stated that the Government intended to protect most carefully the interests of the country as regards (1) its requirements of raw material; (2) its production, and (3) its exportation. No one group of industries was to be favoured, it was stated, to the detriment of any other group.

The minister added that the raw material acquired by the State during the war would now be distributed at equitable prices with the avowed intention of assisting in the resumption of normal industrial conditions. For the raw material which must still be imported a committee, intimated the minister, had been formed of industrial representatives, bankers, and shipowners for indicating the needs of the country and for suggesting the means of financing their supply as well as the transportation facilities connected therewith. The distribution of the material necessary for the various branches of industry and for agriculture will, according to the minister, continue to be allocated by the Government until such time as shipping and financial arrangements allow the free play of private initiative.

New Bonus for High Cost of Living.

A recent Government decree makes it obligatory for private firms to grant a new bonus to their employees for meeting the high cost of living. It is established that 60 liras are to be paid on the first 100 liras of the salary of married men and of widows with children, and that 25 lire are to be paid on each additional 100 liras received. In all other cases the increase is to be 50 liras for the first 100 liras and 25 liras on each additional 100.

HONG KONG TRADE RETURNS.

Appendix to Special Report on Trade of South China.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok.—As stated previously in Mr. Wilgress' report on the trade of South China, a special department of the Hong Kong Government was formed a year ago to supervise imports and exports to and from the colony. Up to this time the only trade figures available had been the returns of the harbourmaster's department, which gave only a slight indication as to the nature of the trade of the colony. The first returns to be made available by the newly formed imports and exports department are the figures for the imports into Hong Kong during the four months ending December 31, 1917. The return as far as relates to imports is given below. It does

not include (1) cargo brought to the colony for transshipment only, on through bills of lading; (2) goods imported or exported by the Colonial Government or the military or naval authorities; (3) goods imported under general licenses, which comprise the whole of the imports from the Canton Delta and West River and a portion of the imports from China Coast ports, south of Shanghai; (4) exports by junks or railway.

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.

Heading.	Classifier of Quantity.	Total.
Building materials—		
Bricks and tiles.. . . .	pieces.	92,097
Cement.. . . .	piculs.	57,419
Galvanized wire mesh.. . . .	"	8,629
Glass, sheet.. . . .	square feet.	608,531
“ plate.. . . .	"	311,051
Miscellaneous.. . . .	value.	\$16,764
Timber (hardwoods)—		
Oak.. . . .	cubic feet.	2,119
Teakwood.. . . .	"	2,210,775
Hardwoods (other).. . . .	"	701,439
Timber (softwood)—		
Oregon pine.. . . .	"	46,166
Chemicals and drugs—		
Acid, hydrochloric.. . . .	piculs.	5,273
“ nitric.. . . .	"	130
“ sulphuric.. . . .	"	143
Acids (other).. . . .	value.	\$1,719
Alum.. . . .	piculs.	4,879
Bleaching powder.. . . .	"	1,230
Borax.. . . .	"	183
Camphor.. . . .	"	800
Glycerine.. . . .	"	27
Phosphorus.. . . .	value.	\$10,075
Potash, chlorate of.. . . .	piculs.	307
Quinine.. . . .	value.	\$642,878
Soda ash.. . . .	piculs.	9,515
“ carbonate (common soda).. . . .	"	2,409
“ caustic.. . . .	"	1,129
Sulphur.. . . .	"	613
Chemicals and drugs (other).. . . .	value.	\$303,416
Chinese medicines—		
Cardamoms.. . . .	piculs.	7,175
Cinnamon.. . . .	"	1,114
Deerhorn.. . . .	value.	\$216,717
Ginseng.. . . .	"	\$1,210,352
Musk.. . . .	"	\$7,955
Cassia.. . . .	"	\$31,815
Senna leaves.. . . .	"	\$3,290
Chinese medicines (other).. . . .	"	\$2,908,023
Dyeing and tanning materials—		
Betelnuts.. . . .	piculs.	16,750
Cinnabar.. . . .	"	792
Cutch.. . . .	"	1,689
Gambier.. . . .	"	7,025
Indigo (artificial).. . . .	"	13,539
“ (vegetable).. . . .	"	615
Mangrove bark.. . . .	"	63,701
Gallnuts.. . . .	"	80
Safflower.. . . .	"	5
Sapan wood.. . . .	"	2,924
Dyeing and tanning materials (other).. . . .	value.	\$93,754
Foodstuffs and provisions—		
Beans (broad).. . . .	piculs.	21
“ (green).. . . .	"	12,345
“ (yellow).. . . .	"	41,982
“ (other).. . . .	"	40,617
“ (products).. . . .	"	6,596
Fish and fishery products—		
Agar agar.. . . .	"	79
Awabi.. . . .	"	6,654
Bêche de mer.. . . .	"	8,345
Conpoy.. . . .	"	1,697
Cuttle fish.. . . .	"	91,027
Shark fins.. . . .	"	5,308
Fish and fishery products (other).. . . .	"	117,921

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Flours—		
Rice flour.. . . .	"	405,441
Rice meal (rice bran).. . . .	"	111,844
Tapioca flour.. . . .	"	22,359
Wheat flour.. . . .	"	165,453
Wheat bran.. . . .	"	189,598
Flours (other).. . . .	"	8,412
Grains—		
Barley.. . . .	"	1,932
Maize.. . . .	"	51,476
Rice (broken).. . . .	"	1,074,818
" (cargo).. . . .	"	333,747
" (glutinous).. . . .	"	26,866
" (red).. . . .	"	911
" (white).. . . .	"	2,205,428
" in husk (padi).. . . .	"	2
Meats—		
Bacon and ham.. . . .	..lb.	325,794
Beef.. . . .	"	100
Sugar.. . . .	..piculs.	1,404,984
Vegetables (fresh)—		
Garlic.. . . .	"	2,738
Onions.. . . .	"	23,781
Potatoes.. . . .	"	23,077
Fresh vegetables (other).. . . .	"	884
Vegetables (preserved)—		
Vegetables (dried, salted and pickled).. . . .	"	6,299
Vegetables (tinned and bottled).. . . .	"	175
Miscellaneous foodstuffs and provisions—		
Bird's nests.. . . .	..lb.	79,331
Biscuits.. . . .	"	23,119
Butter.. . . .	"	37,721
Cheese.. . . .	"	41,818
Coffee.. . . .	"	358,647
Condiments.. . . .	..value.	\$17,133
Confectionery and sweet meats.. . . .	..lb.	160,322
Eggs.. . . .	..pieces.	500,341
Fruits, fresh and dried.. . . .	..piculs.	19,410
" tinned and bottled.. . . .	..lb.	103,357
Ghee.. . . .	"	48,415
Ginger.. . . .	..piculs.	173
Jams and preserves.. . . .	..lb.	53,227
Macaroni.. . . .	"	32,490
Meat and fish (tinned and potted).. . . .	"	231,589
Milk, condensed.. . . .	..tins.	8,005,994
Mushrooms.. . . .	..piculs.	8,831
Oatmeal.. . . .	..lb.	285,495
Sago.. . . .	..piculs.	1,012
Sausages.. . . .	..lb.	84,090
Soy.. . . .	..piculs.	258
Tapioca.. . . .	"	1,761
Tea.. . . .	"	11,175
Vermicelli.. . . .	"	42,920
Miscellaneous (other).. . . .	..value.	\$593,768
Fuels—		
Charcoal.. . . .	..piculs.	6,317
Coal.. . . .	..tons.	329,162
Coke.. . . .	"	3,512
Firewood.. . . .	..piculs.	9,227
Liquid fuel.. . . .	..tons.	6,287
Hardware—		
Brass nails, rivets and wire.. . . .	..piculs.	736
Brushes.. . . .	..value.	\$7,908
Copper nails, rivets and wire.. . . .	..piculs.	737
Crucibles.. . . .	..value.	\$7,101
Iron nails.. . . .	..piculs.	15,314
Iron and steel safes.. . . .	..value.	\$7,378
Tinware.. . . .	..piculs.	523
Hardware (miscellaneous).. . . .	..value.	\$61,142

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Machinery and engines—		
Engines, internal combustion and plants.. . . .	"	\$16,180
" steam, other than locomotives.. . . .	"	\$12,048
Machinery, agricultural implements.. . . .	"	\$4,309
" propelling, other than internal combustion engines and parts.. . . .	"	\$2,270
" industrial.. . . .	"	\$38,783
" ships.. . . .	"	\$28,431
" sugar.. . . .	"	\$12,040
" sundries.. . . .	"	\$172,523
Metals—Brass—		
Brass and yellow metal, bars.. . . .piculs.		181
" sheets and plates.. . . .	"	2,045
" tubes and pipes.. . . .	"	32
" (other).. . . .	"	1,638
Copper—		
Copper bars.. . . .	"	816
" sheathing.. . . .	"	39
" sheets and plates.. . . .	"	29
" tubes and pipes.. . . .	"	234
" (other).. . . .	"	1,414
Iron and steel—		
Iron and steel, angles and tees.. . . .	"	18,890
Bamboo, steel.. . . .	"	41
Iron and steel bars.. . . .	"	92,590
" castings.. . . .	"	3,573
" cylinders (empty).. . . .	"	47
" cuttings.. . . .	"	3,360
" hoops.. . . .	"	1,137
" joists.. . . .	"	4,669
" pigs and kentledge.. . . .	"	40,078
" pipes and tubes (wrought).. . . .	"	5,482
" pipes and gutters (cast).. . . .	"	342
" plates.. . . .	"	99,471
" sheet (black).. . . .	"	1,050
" sheets galvanized (corrugated and plain).. . . .	"	2,029
Tool steel.. . . .	"	30
Iron and steel wire.. . . .	"	11,074
" rope.. . . .	"	2,537
" new (other).. . . .	"	18,950
" old.. . . .	"	30,891
Tinplates.. . . .	"	65,446
" cuttings.. . . .	"	1,561
Lead—		
Lead, pig.. . . .	"	15,793
" (other).. . . .	"	1,393
Tin—		
Tin slabs and ingots.. . . .	"	60,357
Zinc—		
Zinc bars and rods.. . . .	"	11
" sheets and plates.. . . .	"	324
" or spelter (other).. . . .	"	550
Metals, miscellaneous—		
Antifriction metals.. . . .	"	425
White metal.. . . .	"	9
Antimony regulus and crude.. . . .	"	6,702
Pewter.. . . .	"	6
Quicksilver (mercury).. . . .	"	3,313
Minerals and ores—		
Iron ore.. . . .	"	69
Molybdenite.. . . .	"	3
Wolframite.. . . .	"	4,334
Nuts and seeds—		
Cocoanuts.. . . .	"	21,428
Peanuts.. . . .	"	164,781
Nuts (other).. . . .	"	30,530
Seeds—		
Aniseed.. . . .	"	1,676
Linseed.. . . .	"	65
Melon seed.. . . .	"	4,947
Pepper.. . . .	"	17,639
Sesamum seed.. . . .	"	4,235
Seeds (other).. . . .	"	7,758

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Animal fats and oils—		
Fish oil..	"	25
Lard..	"	2,265
Tallow..	"	792
Mineral oils—		
Benzine..	gallons.	23,564
Kerosene..	"	3,596,092
Lubricating oil..	"	145,013
Wax, paraffin..	piculs.	10,022
Mineral oils (other)..	gallons.	48,005
Vegetable oils—		
Cocoanut oil..	piculs.	3,958
Linseed oil..	"	860
Peanut oil..	"	28,982
Sesamum oil..	"	758
Wax, vegetable..	"	4,599
Wood oil..	"	180
Essential oils..	"	509
Vegetable oils (other)..	"	400
Paints—		
Paints..	value.	\$248,973
" antifouling..	"	\$2,342
" wood preserving patents..	"	\$350
Putty..	lb.	17,096
Tar..	value.	\$2,990
Turpentine..	"	\$3,549
Varnishes..	"	\$14,587
Vermilion..	piculs.	28
Piece-goods—		
Cotton piece-goods..	pieces.	1,700,751
Ducks and canvas grey..	yards.	527,308
Handkerchiefs..	dozen.	75,419
Towels..	"	128,175
Blankets (cotton)..	pieces.	106,410
Cotton piece-goods (unclassified)..	value.	\$15,234
Woollen piece-goods..	"	\$530,013
Blankets (woollen)..	lb.	44,109
Woollen goods (unclassified)..	value.	\$113,230
Silk—		
Silk piece-goods..	piculs.	2,416
Nankeens..	"	3,634
Silk goods (unclassified)..	"	43
Railway materials—		
Iron and steel rails..	"	323
Miscellaneous..	value.	\$2,475
Treasure—		
Gold, bars and ingots..	"	\$1,952,791
" coin (British)..	"	\$5,878
" coin (foreign)..	"	\$4,602,742
" leaf..	"	\$10,134
Silver, bars and ingots..	"	\$36,985
" dollars (Hong Kong)..	"	\$10,500
" dollars (Mexican)..	"	\$13,486
" dollars (other)..	"	\$567,466
" subsidiary coins..	"	\$3,187,119
Bank notes..	"	\$305,520
Copper cents..	"	\$32,953
Vehicles—		
Bicycles and tricycles..	"	\$4,448
Carriages..	"	\$807
Motor cars..	"	\$53,783
Motor cycles..	"	\$8,677
Tires (rubber)..	"	\$15,541
Vehicles, miscellaneous..	"	\$1,291
Wearing apparel—		
Boots and shoes (leather)..	"	12,573
" (cloth)..	"	93,230
" (other)..	"	43,261
Hats (Chinese)..	value.	\$16,320
Hats and caps (foreign)..	"	\$178,178
Hosiery..	dozen.	157,728
Shirts..	"	20,621
Singlets..	"	72,551
Suits, ready-made..	"	2,531
Wearing apparel (other)..	value.	\$60,041

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Sundries A—		
Asbestos.. . . .	"	\$31,743
Asphalt products.. . . .	piculs.	20,185
Arms and ammunition—		
Cartridges, sporting.. . . .	value.	\$3
Sundries B—		
Bags (gunny).. . . .	pieces.	5,464,308
" (other kinds).. . . .	"	87,069
Bamboo and bamboo ware.. . . .	value.	\$54,799
Bedsteads (metal).. . . .	pieces.	622
Belting, machine (leather).. . . .	value.	\$66,645
Bones.. . . .	piculs.	2,006
Books and music.. . . .	value.	\$39,192
Bottles, glass (empty).. . . .	"	\$114,421
Boxes (fancy).. . . .	gross.	2,133
Braid, Llama.. . . .	value.	\$7,179
" straw.. . . .	"	\$400
Bristles.. . . .	piculs.	257
Buttons (brass).. . . .	gross.	13,332
Sundries C—		
Candles.. . . .	piculs.	1,741
Casks.. . . .	value.	\$20
Celluloid.. . . .	"	\$281
Chalk.. . . .	piculs.	256
Charts and maps.. . . .	value.	\$926
China ware (coarse and fine).. . . .	"	\$322,446
Clocks and watches.. . . .	pieces.	27,202
Coffin planks.. . . .	value.	\$100
Corks.. . . .	"	\$1,710
Cork.. . . .	"	\$111
Cosmetics and perfumery.. . . .	value.	\$39,613
Cotton, raw.. . . .	piculs.	9,103
" (sewing).. . . .	value.	\$450,288
Covers (bed and table).. . . .	"	\$17,905
Cutlery and electro-plated ware.. . . .	"	\$37,772
Sundries D—		
Diamonds.. . . .	"	\$29,257
Disinfectants.. . . .	"	\$4,195
Sundries E—		
Earthenware.. . . .	"	\$12,285
Electrical accessories.. . . .	"	\$354,726
Embroidery.. . . .	"	\$6,378
Emery and similar abrasives.. . . .	"	\$5,522
Enamel ware.. . . .	"	\$145,570
Blasting powder.. . . .	"	\$7,816
Firecrackers.. . . .	"	\$69,951
Gunpowder.. . . .	"	\$35
Sundries F—		
Feathers (duck and fowl).. . . .	piculs.	714
" (other kinds).. . . .	"	2,719
Felt and felt sheathings.. . . .	value.	\$50
Fire bricks.. . . .	pieces.	52,059
" clay.. . . .	piculs.	1,930
Flasks (all kinds).. . . .	value.	\$31,824
Furniture.. . . .	"	\$33,230
Furs.. . . .	"	\$16,875
Sundries G—		
Gas fittings.. . . .	"	\$17,867
Glass, scrap.. . . .	piculs.	4,598
Glassware.. . . .	value.	\$80,181
Glue.. . . .	piculs.	3,615
Grass cloths.. . . .	value.	\$34,609
Gums and resin.. . . .	piculs.	10,357
Gunny cloth.. . . .	yards.	93,750
Gypsum.. . . .	piculs.	4,000
Sundries H—		
Harberdashery.. . . .	value.	\$295,399
Hair, human.. . . .	piculs.	702
" (other).. . . .	"	127
Hemp (manila).. . . .	piculs.	13,218
" (other).. . . .	"	17,881
" rope and twine.. . . .	"	5,247

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Hides and skins—		
Hides, buffalo..	"	24,904
" goat, sheep..	"	1,966
" horse, ass, mule..	"	61
" and skins (other)..	"	1,633
" cuttings..	"	10,372
Hops..	"	34
Horns, buffalo and cow..	"	635
" deer..	"	324
Hose (canvas and leather)..	value.	\$9,304
Household stores..	"	\$7,057
Sundries I—		
Instruments, (musical automatic)..	"	\$2,720
" (musical)..	"	\$12,175
" and apparatus (scientific)..	"	\$16,732
Isinglass..	piculs.	216
Ivory..	"	218
" ware..	value.	\$9,560
Sundries J—		
Jadestones (rough)..	"	\$3,000
Jewellery (real and imitation)..	"	\$20,173
Joss sticks..	piculs.	80
Jute..	"	4,500
Sundries L—		
Lace and trimmings..	value.	\$20,352
Lamps and lampware (other than electric)..	"	\$73,033
Leather (sole leather)..	piculs.	25,630
" (imitations)..	value.	\$2,355
" manufactures (not including machine belting and boots and shoes)..	"	\$41,612
Sundries M—		
Machines (knitting)..	"	\$47,797
" (sewing)..	"	\$60,111
Manures (animal and vegetable)..	piculs.	10
Matches..	gross.	1,150,807
Matchmaking materials (other than phosphorus and chlorate of potash)..	value.	\$54,482
Mats (other kinds)..	pieces.	735,529
Matting..	value.	\$39,363
Mirrors and looking glasses..	"	\$11,489
Sundries N—		
Nets and netting (fishing)..	piculs.	11
Sundries P—		
Paper (Chinese)..	"	3,181
" (foreign)..	"	27,202
" news (old)..	"	36,041
" ware..	"	7,966
Pearls (real)..	value.	\$3,423
Photographic chemicals..	"	\$1,295
" goods..	"	\$56,058
Plants and flowers (living)..	"	\$10,618
Printing and lithographic materials..	"	\$39,403
Sundries R—		
Rags..	piculs.	338
Rattans..	"	56,225
Rattan furniture..	value.	\$5,319
Rope (other than hemp or wire)..	piculs.	67
Rubber (raw)..	"	51
" manufactured (not including tires and boots and shoes)..	value.	\$29,592
" waste and old..	piculs.	513
Sundries S—		
Salt..	"	141,992
Sandalwood..	"	4,830
Scales and balances..	value.	\$18,107
Ships' gear (not specially mentioned)..	"	\$1,825
Shooks and staves, for caskmaking..	"	\$58,422
Silk, raw..	piculs.	24
" waste..	"	33
Silverware..	"	7,101
Soap (common)..	value.	\$494,643
" fancy and toilet..	"	\$63,198

IMPORTS FOR THE FOUR MONTHS ENDING DECEMBER 31, 1917.—*Continued.*

Heading.	Classifier of Quantity.	Total.
Sundries S.— <i>Con.</i>		
Starch.	piculs.	3,819
Stationery.	value.	\$118,916
Stone (not otherwise mentioned).	"	\$953
Stones, precious (not otherwise mentioned).	"	\$2,080
Sundries T—		
Telegraph and telephone instruments.	"	\$7,005
Thread (gold and silver imitation).	"	\$12,720
Tobacconists' sundries.	"	\$21,900
Toilet requisites.	"	\$25,147
Tools, hand.	"	\$12,779
Toys and games.	"	\$132,403
Trunks and suit cases.	"	\$3,536
Typewriters and accessories.	"	\$20,414
Sundries U—		
Umbrellas.	pieces.	70,749
" sundries.	value.	\$102,276
Sundries W—		
Waste (wool).	piculs.	2
" (cotton).	"	1,459
Water (aerated and mineral).	value.	\$3,854
Wood-pulp.	"	\$170
Woods (not specially mentioned).	piculs.	30,706
Woodware.	value.	\$14,973
Wool (raw).	piculs.	1,247
Sundries Y—		
Yarn (cotton.	"	155,881
" (woollen).	"	3,108

TRADE IN HIDES, SKINS AND LEATHER IN INDIA, JAPAN AND CHINA.

(From the *World's Trade in Hides, Skins and Leather*, issued by the Tanners' Council of United States of America.)

India.

Animal Population.—Official statistics for 1914-15 put the number of cattle and buffaloes in India at 161,000,000. This only covers a portion of the native states and is therefore short of the actual total. It includes for British India, 86,000,000 full-grown neat cattle; 19,000,000 full-grown buffaloes; and 42,000,000 head of "young stock" (cattle and buffalo calves combined). For the more important native states it includes 12,000,000 neat cattle and 2,000,000 buffaloes, of all ages. The number of sheep (including some goats in the native states) is placed at 31,000,000; and the number of goats (probably too small) at 33,000,000.

The export and import statistics of India are very inadequate for the purpose of giving an idea of the extent of the hide and leather trades, since the classifications, though simple and intelligible, are not at all detailed.

EXPORTS OF HIDES AND SKINS.

Available figures show that the exports of all classes of hides and skins from India decreased from 197,600,000 pounds in the fiscal year 1913 to 163,000,000 in 1917. The big items are cattle hides, goatskins, and sheepskins, which in 1917 made up about two-thirds of the total, with buffalo hides as a relatively small but still important class.

The action of the Government in concentrating the tanning facilities of the country on the production of hides for war purposes has greatly diminished, for the time being, the domestic Indian demand for skins; and this has led to an accumulation that is available for export when shipping can be secured. As the bulk of the

tonnage available for purely commercial shipments is at present Japanese, this situation has given the Japanese dealers and buyers, as elsewhere explained, an advantage in the trade.

LEATHER INDUSTRY AND MARKET.

The Indian leather industry is a considerable one, but the products are almost entirely of the rough tanned variety and the only classification appearing in the statistics of the exports of leather includes (a) rough tanned hides and (b) rough tanned skins. Exports of these classes increased from 40,817,952 pounds, valued at \$14,979,233, in the fiscal year 1913, to 55,703,648 pounds, valued at \$30,612,519, in 1917.

The hide and leather trades in India have their centre in Cawnpore. There is a large consumption of the rough tanned and native tanned leather for the manufacture of water bags, sandals, ginning rollers, saddle bags and all other classes of saddlery and harness. For these purposes the domestic products, even in the present crude state of the industry, appear to be satisfactory; and the prospects of marketing American leather for the purpose do not appear to be particularly good. It could certainly not be sold except at competitive prices.

There has been a considerable increase of late years in the manufacture of finished leather in India, but the products of this industry are not exported to any extent and therefore no detailed statistics of production are available. During the war practically the whole output of the Indian leather industry, so far as buffalo and cattle hides are concerned, has been taken by the Indian and British Governments for army purposes, and the difficulty is now said to be a shortage in tanning materials which has not thus far been overcome. Efforts are being made by the Indian Government to develop the domestic supplies of chrome, but the chrome tanning industry in India is still in its infancy. The very extensive use of leather for the manufacture of water bottles in India and the damp climate during the rainy season over a large part of the country, make chrome tanned leather particularly suitable for the Indian market.

The manufacture of leather in India is so largely a small scale industry, carried on by primitive methods, that no complete and reliable statistics with regard to the output have yet been published.

Imports of leather into India decreased from 728,784 pounds, valued at \$481,365, in 1912-13, to 367,136 pounds, valued at \$470,737, in 1916-17. There are no figures for separate classes of leather.

Japan.

Animal Population.—The total number of cattle and buffaloes in the Japanese Empire (including Korea and Formosa) in 1915 was about 3,200,000; goats, 226,000; and horses, 1,633,000. The number of sheep was negligible, and all attempts to establish sheep-raising in Japan proper have failed, although there are greater prospects of success in Korea. The latter country, moreover, has about half of the total number of neat cattle (excluding about 400,000 buffaloes in Formosa). More than half the goats are in the small group of the Riu Kiu Islands.

TRADE IN HIDES AND SKINS.

Japanese imports of hides and skins are shown for only two classes, (a) bull, ox, cow, and buffalo, and (b) all other; and for the latter, values only are given. Imports of the first-named class increased from 5,948,187 pounds in 1914 to 18,812,322 pounds in 1916. During the same period the imports of all other hides and skins increased from a value of \$144,635 to \$243,274. In considering the increase in the imports of bull, ox, cow, and buffalo hides, it is necessary to note the exports, which are shown for one class only, "hides and skins undressed," and which fluctuated greatly during the period for which figures are at hand, decreasing from 844,353 pounds in 1914 to 228,156 pounds in 1916. These are mainly re-exports of Chinese hides and skins, as the Japanese domestic production for export is negligible.

LEATHER TRADE.

It thus appears that there was a considerable net increase in the Japanese consumption of hides and skins, coming, as might be expected, almost entirely from China. This has been the natural accompaniment of a very considerable expansion in the Japanese leather industry, although, as stated above, this expansion has not been anything like that in some other lines. It has, moreover, been to a very large extent a war-time expansion, since before the war the Japanese leather industry was not expanding with any rapidity. The lack of domestic raw materials and the climate have prevented the Japanese from being by habit a leather-using people, and this fact goes to offset the advantage of being near the Chinese source of supplies of hides and skins. A very considerable part of the large consumption of hides in 1915 and 1916 was accounted for by war orders for boots and shoes for the Russian army and was therefore decidedly not normal.

Figures are at hand for imports and exports of leather for Japan for 1914, 1915, and 1916. The figures for the imports are given in some detail, but for the exports, totals only. Total imports of leather show a considerable, though not an enormous increase from 1,820,179 pounds, valued at \$943,179, in 1914 to 2,332,594 pounds, valued at \$1,353,365 in 1916. In 1914 about one-third of the imports by quantity consisted of sole leather, and rather more than another third of miscellaneous sheep and goat leather other than patent leather. The other principal items of import, in the order of their importance, were leather waste, dyed and coloured leather of all classes, patent leather, and Indian tanned hides. In 1916 the proportion of sole leather had fallen off somewhat, the proportion of miscellaneous sheep and goat leather had considerably increased, and the proportion of leather waste had very largely increased. The other items remained about the same. Exports of leather from Japan increased from 743,319 pounds, valued at \$432,608 in 1914 to 1,454,118 pounds, valued at \$832,853 in 1916. This increase of approximately 100 per cent is large in itself, but not especially so when compared with the increases during the same period of some other classes of Japanese manufactured goods.

Japanese statistics of leather production are not very detailed. They show that the total output for some years before the war fluctuated around 600,000 to 800,000 pieces (of which three-quarters or more was accounted for by hide leathers), without any marked tendency to increase. From 1914 to 1916, however, the total jumped from 988,000 pieces, valued at approximately \$4,600,000, to 5,213,000 pieces, valued at \$30,400,000. This enormous increase was mainly the result of Russian army orders, and was practically all in sole and side upper leathers, with a certain amount of harness, case and strap. There are no separate figures for calf, sheep or goat leathers, but they are known to be unimportant.

CHARACTERISTIC AND FUTURE OF JAPANESE INDUSTRY.

The Japanese have a considerable trade in cheap boots and shoes to other parts for the Far East, which they are likely to maintain to a great extent for reasons of price. They also have a considerable export, with a better reputation for quality, in leather baggage and containers of all descriptions. Most observers do not look for an expansion in the Japanese exports of either manufactured dressed leather or boots and shoes to a seriously competitive extent—at any rate not to so great an extent as in textiles, hardware, etc. Japanese competition is likely to be more serious in some of the minor lines of manufactured leather goods, especially bags, trunks, and cases.

As appears from the figures above in connection with the raw-stock trade, the Japanese industry has thus far devoted itself much more to the working of buffalo and cattle hides and kips than of sheep or goat skins. The present situation with regard to the Indian skin trade, however, has for the time being given the Japanese an advantage with regard to the supply of raw skins, which should be noted.

The British Government has practically stopped the tanning of skins in India in order to conserve tanning material for hides and to increase the tanning of hides.

The shutting off of imports to America will naturally cause accumulation unless the Indian Government allows tanning to be undertaken again. In the meantime, Japan has entered the skin market seriously and is taking full advantage of the situation. This buying sustains the market so far.

The Japanese merchants are also ship agents and Japanese ships are at their disposal. The Japanese require payment of their freight in rupees in India, which eliminates for them the exchange situation when buying merchandise in India. British ships are paid in sterling in London. The Japanese seem to avoid as much as possible Atlantic voyages, while British ships have been withdrawn from the Pacific and placed in the Atlantic voyages or other parts of the war zones.

China.

Animal Population.—There are no trustworthy estimates of the numbers of live stock in China. A China census of 1913 gives 22,000,000 cattle, 22,000,000 sheep, and 9,200,000 horses, for the whole country, exclusive of Tibet; but these figures are almost certainly too small, especially for Mongolia and Chinese Turkestan. No estimate of the number of goats is known to exist.

HIDE AND SKIN PRODUCTION AND TRADE.

The vast importance of China in the hide and leather trade lies, of course, in its exports, actual and potential, of hides and skins. During the period from 1912 to 1917, buffalo and cow hides increased from 44,000,000 to 64,000,000 pounds; goat-skins from 5,900,000 pieces to 11,700,000; horse, ass, and mule hides from 4,000 pieces to 31,000; and sheepskins from 377,000 pieces to 1,720,000. However correct the figures given above for the numbers of live stock may be, the general opinion is that China is not yet exporting anywhere near her maximum capacity in hides and skins.

As might be expected, there are practically no imports of hides and skins into China.

LEATHER TRADE.

With regard to the leather trade of China the only statistics available for imports are for totals of all kinds of leather, which increased from 12,398,000 pounds, valued at \$4,759,360 in 1912 to 18,945,000 pounds, valued at \$11,154,252, in 1917.* This is a considerable relative increase, but the total is obviously small in proportion to the size and population of the country. Like the Japanese, the bulk of the population of China are not by habit leather users; and in the southern part of the country, where the people are best able to purchase foreign goods and are most progressive, the climate is unfavourable to an extensive development of the trade. There will undoubtedly continue to be an increase in the demand, especially in the medium grades, for American leathers for use in the custom-shoe industry, which, though small in proportion to the size of the country, is still expanding with considerable rapidity in the large cities. In the lower grades the Japanese have a great advantage. There is a considerable domestic production in China of very inferior leather, which is used to some extent for the soles of native shoes; but the total consumption of leather in China for boot and shoe making is relatively very small. Most of the people in the south go barefoot, and in the north wear shoes in which felt is the principal material. The Chinese statistics show a considerable export of tanned goatskins and dressed kid and lamb skins, which amounted to approximately 1,214,305 pieces in 1912, but had fallen off to 619,689 in 1917. There is no detailed information with regard to this trade, but it is thought that it represents merely a preliminary operation, to be rated more as a process of preservation than as a branch of leather manufacture.

* This large apparent increase in average value was only partially due to rising prices; the main cause being the abnormal rise in the exchange value of the Chinese silver currency in 1916 and 1917.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics, Ottawa.

Week ending January 10, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,403,919	137,798	268,227	1,022	1,810,966
Consolidated Elevator Co.	1,333,541	38,195	86,047	4,346	1,462,129
Empire Elevator Co.	1,060,705	141,413	109,543	52,041	1,363,702
Ogilvie Flour Mills Co.	1,130,347	94,545	240,297		1,465,189
Western Terminal Elevator Co.	1,512,336	44,841	38,050	97,331	1,692,558
G.T. Pacific	2,585,927	348,751	239,620	58,337	3,232,635
Grain Growers' Grain Co.	1,142,696	446,083	449,478		2,038,257
Fort William Elevator Co.	672,948	278,090	126,797	34,390	1,112,225
Eastern Terminal Elevator Co.	1,014,426	121,161	140,764		1,276,351
Northwestern Elevator Co.	620,199				620,199
Port Arthur—					
Port Arthur Elevator Co.	2,772,426	643,062	873,853	1,298	4,290,639
Can. Govt., for account of Imperial Government.				3,335	3,335
Canadian Government Elevator.	634,944	155,020	126,756	106,246	1,022,966
Thunder Bay	832,002	184,912	163,559	36,550	1,217,023
Davidson & Smith	39,089	181,725	132,125		352,939
Sask. Co-operative Elevator Co.	1,590,242	188,243	116,640	104,758	1,999,883
Total Terminal Elevators.....	18,345,747	3,003,839	3,111,756	499,654	24,960,996
Saskatoon Can. Govt. Elevator.....	653,446	740,688	98,139	790	1,493,063
Moosejaw Can. Govt. Elevator.....	1,184,871	610,403	54,340	*1,763	1,834,061
Calgary Can. Govt. Elevator.....	1,201,802	856,806	152,953	2,684	2,236,792
Vancouver Can. Govt. Elevator	268,813	185,549	7,859	*23,437	462,220
Total Interior Terminal Elevators.	3,288,932	2,393,446	313,291	1,794	6,026,137
Depot Harbour.....	487,037			*25,200	491,822
Midland—				5,268	
Aberdeen Elevator Co.		Not reported.			
Midland Elevator Co.		3,300			
Tiffin, G.T.P.	1,542,907				1,544,207
Tiffin, G.T.P.	1,865,769				1,865,769
Port McNicol.....	3,253,493	1,045	111,974		3,366,512
Collingwood.....	146,098				146,098
Goderich—					
Elevator & Transit Co.	915,718				915,718
Western Canada Flour Mills Co., Ltd.	563,814				563,814
Elevator & Transit Co.-Grain afloat..	540,893				540,893
Kingston—					
Montreal Transportation Co.		Not reported.			
Commercial Elevator Co.		30,421			30,421
Port Colborne Dom. Govt. Elevator ...	2,006,030				2,006,030
" Maple Leaf Milling Co., Ltd.					
Prescott—					
Montreal—					
Harbour Commissioners No. 1.....	2,381,169	58,592	234,518	14,776	2,689,055
" " No. 2.....	298,795	642,150	205,432		1,146,375
Montreal Warehousing Co.	1,148,594				1,148,594
Quebec Harbour Commissioners.	23,394	214,419	748	*1,419	239,980
West St. John, N.B.	356,992	15,520	26,317		398,829
Halifax, N.S.	204,402				204,402
Total Public Elevators.....	15,733,103	965,447	578,989	+1,419	17,298,519
Total quantity in store.....	37,367,782	6,362,732	4,004,036	19,561	48,285,652
				+1,419	
				524,483	
				*25,200	

* Rye. † Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended January 10, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		37,360	163,577		200,937
No. 1 Northern		6,388,389	2,216,182	7,342,230	15,946,801
No. 2 "		2,780,744	307,830	2,633,032	5,721,606
No. 3 "		2,853,183	193,215	2,126,882	5,173,280
No. 4 Wheat		2,347,147	79,991	1,779,653	4,206,791
No. 5 "		1,299,581	26,530	594,640	1,920,751
No. 6 "		1,432,920	3,213	276,559	1,712,692
Other		1,206,423	115,911	980,107	2,302,441
Australian			182,483		182,483
Totals.....		18,345,747	3,288,932	15,733,103	37,367,782
Oats—					
No. 1 C. W.		3,611	5,292		8,903
No. 2 "		291,182	551,511	66,016	908,709
No. 3 "		554,123	401,631	21,643	977,397
Ex. No. 1 Feed		351,403	350,658	160,812	862,873
No. 1 Feed		367,395	465,466	155,467	988,328
No. 2 "		883,180	496,574	68,337	1,448,091
Other		552,945	122,314	493,172	1,168,431
Totals.....		3,003,839	2,393,446	965,447	6,362,732
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 3 C. W.		1,251,252	111,670	123,263	1,486,185
No. 4 "		1,064,314	101,963	122,440	1,288,717
Feed		252,425	15,931	73,793	342,149
Rejected		326,608	37,489	118,475	482,572
Other		216,017	46,238	141,018	403,273
Totals.....		3,111,756	313,291	578,989	4,004,036
Flax—					
No. 1 Northwestern Canada	1,167	310,731	4,615		316,513
No. 2 C. W.	741	121,704	405		122,850
No. 3 "	1,151	54,594	168		55,913
Rejected			25		25
Other	276	9,290	55	19,561	29,182
Totals.....	3,335	496,319	5,268	19,561	524,483
Corn			*25,200	1,419	26,619
Total quantity in store ...		24,960,996	6,026,137	17,298,519	48,285,652

*Rye

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators,
Interior Terminal Elevators and Public Elevators in the East and Afloat on
January 10, 1919, with comparisons for four years.**

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>January, 10, 1919—</i>			
Terminal elevators.....	18,345,747	6,615,249	24,960,996
Interior terminals.....	3,288,932	2,737,205	6,026,137
Public elevators in the East.....	15,733,103	1,565,416	17,298,519
Total.....	37,367,782	10,917,870	48,285,652
<i>January, 11, 1918—</i>			
Terminal elevators.....	6,409,071	5,801,608	12,210,679
Afloat terminals.....	2,403,098	—	2,403,098
Interior terminals.....	199,273	1,904,732	2,104,005
Public elevators in the East.....	13,671,572	3,098,689	16,770,261
Total.....	22,683,014	10,805,029	33,488,043
<i>January 12, 1917—</i>			
Terminal elevators.....	19,932,766	13,143,508	33,076,274
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	1,954,993	801,731	2,756,724
Public elevators in the East.....	5,442,468	10,199,527	15,641,995
Total.....	27,419,472	24,246,097	51,665,569
<i>January 15, 1916—</i>			
Terminal elevators.....	22,084,005	10,373,137	32,457,142
Interior terminals.....	1,465,361	257,139	1,722,500
Public elevators in the East.....	7,812,979	4,760,765	12,573,744
Total.....	31,362,345	15,391,041	46,753,386
<i>January 14, 1915—</i>			
Terminal elevators.....	5,179,725	3,037,562	8,217,287
Interior terminals.....	1,760,559	953,746	2,714,305
Public elevators in the East.....	6,370,265	4,521,725	10,891,990
Total.....	13,310,549	8,513,033	21,823,582
<i>January 15, 1914—</i>			
Terminal elevators.....	10,321,556	7,763,322	18,084,878
Interior terminals.....	6,769,072	3,814,654	10,583,726
Public elevators in the East.....	4,116,756	3,238,053	7,354,809
Total.....	21,207,384	14,816,029	36,023,413

RESTORATION OF MEXICAN DUTIES ON FOODSTUFFS.

*(Consul General Chamberlain, Mexico City, January 4, 1919, in United States
Commerce Reports.)*

On January 4, 1919, the Government of Mexico made the announcement that from the first of the year it re-establishes the following import duties on certain foodstuffs: Rice, 2½ cents (American currency) per kilogramme (2.2046 pounds); lard, 5 cents; beans, oats, and potatoes, 1 cent; wheat and all other flours, 2½ cents; sugar, 2½ cents. Corn and unmilled wheat are exempt from duty.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ended January 10, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			81,340	81,340
C.P.R., West St. John, N.B.	18,185	505,572		523,757
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.				—
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,516	94,787		859,303
Quebec Harbour Commissioners, Quebec	61,664	61,031		122,695
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,104,098			1,104,098
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	140,486	590,465
Halifax, N.S., C.G.R.	7,491			7,491
Port McNicol, C.P.R.		764,526		764,426
Goderich Elevator & Transit Co.				—
Kingston, Montreal Transportation Co.				—
Midland Elevator Co., Midland, Ont.		664,200		664,200
Total	2,372,391	2,123,927	221,826	4,718,144

**Receipts and Shipments of the Different Kinds of Grain at Fort William and
Port Arthur during the four months ended December 31, 1918.**

Receipts.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.	4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,600
October	22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November	24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December	20,280,990	1,550,028	1,027,251	472,580	196,666	23,527,545	2,991,440
Total	71,710,000	3,496,354	3,418,435	1,107,763	567,433	80,300,035	8,082,614

Shipments.							
	Wheat.	Oats.	Barley.	Rye.	Flax.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.	f Lake 1,583,608				15,353	1,598,961	—
	f Rail. 562,535	377,450	162,115	3,499	32,505	1,138,104	1,466,940
October	f Lake 12,420,727		176,464		82,347	12,679,538	—
	f Rail. 394,922	322,169	177,649	24,054	18,923	937,708	985,655
November	f Lake 30,171,908		129,484		147,926	30,449,318	—
	f Rail. 1,496,891	1,070,895	246,709	57,880	21,518	2,893,893	1,200,120
December	f Lake 6,393,269		67,076	106,475	286,633	6,853,453	—
	f Rail. 2,097,028	1,172,678	60,563	1,034	152,855	3,484,158	591,680
Total	f Lake 50,569,512		373,024	106,475	532,259	51,581,270	—
	f Rail. 4,551,376	2,943,183	647,036	86,467	225,801	8,453,863	4,244,395

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

64. **Dried cod fish.**—A Cardiff firm is prepared to import dried salt cod fish.
65. **Small tools.**—A firm in Cardiff desires to purchase small tools suitable for engineers and carpenters, etc.
66. **Binder twine.**—A Bristol firm calling on farmers in this district wants to import binder twine from Canada.
67. **Hack-saw blades.**—Canadian manufacturers having hack-saw blades for export are asked to communicate with a Bristol concern.
68. **Spruce deals.**—A concern in Cardiff desires to get into communication with New Brunswick exporters of spruce deals.
69. **Pit props.**—A Midland importer of pit props and pitwood wants to get into touch with Canadian exporters of same.
70. **Canned salmon.**—A Cardiff house is prepared to purchase canned salmon.
71. **Tomatoes.**—A firm in Cardiff desires to import Canadian canned tomatoes.
72. **Fruit.**—A concern in South Wales would be glad to get in touch with Canadian exporters of canned fruit.
73. **Meats.**—Canadian canners of meats, corn beef and tongue, are requested to write to a firm in Cardiff.
74. **Canned peas.**—A Cardiff house wants canned peas.
75. **Beans.**—A Cardiff concern wishes to import canned beans (French beans cut and sliced).
76. **Sweet corn.**—A Cardiff firm wishes to import sweet corn.
77. **Oatmeal and rolled oats.**—Canadian exporters of oatmeal and rolled oats are asked to communicate with a Cardiff firm. Wanted in 1 cwt. and 1½ cwt. sacks.
78. **Peas.**—A concern in South Wales wants split peas in 2½ cwt. sacks and dried blue peas in sacks.

79. **Canned meats.**—A Cardiff firm wishes to import Canadian canned meats—beef, mutton, tripe, brawn and tongue.

80. **Pearled barley** required by a Cardiff concern.

81. **Canned tomatoes.**—A Cardiff firm wishes to import canned tomatoes.

82. **Fruits.**—Canadian canners of fruits, peaches and pears, should write to a firm in Cardiff.

83. **Gallon apples.**—A firm in South Wales wishes to import apples in gallon tins and also in 3's. Can sell very large quantities.

84. **Dried fruits.**—A Cardiff firm is prepared to purchase apple rings, in fact dried fruit of any kind.

85. **Dried potatoes.**—A firm in Cardiff want dried potatoes.

86. **Salmon.**—Salmon canners please write to a firm in Cardiff; also brisling.

87. **Baking powder.**—A Cardiff firm desires to purchase baking powder in tins.

88. **Peas.**—A Cardiff house wants to secure whole and split peas.

89. **Oatmeal and flaked oats** are required by a firm in Cardiff.

90. **Apple rings.**—A Cardiff firm desires to import apple rings.

91. **Tomatoes.**—A Cardiff firm desires to purchase canned tomatoes.

92. **Gallon apples.**—A Cardiff firm wishes to import gallon apples.

93. **Peaches and pears** in tins wanted by a concern in South Wales.

94. **Peas.**—Exporters of canned peas are asked to communicate with a firm in Cardiff.

95. **Dried potatoes.**—A Cardiff firm wishes to import dried potatoes in sacks.

96. **Beans.**—A firm in Cardiff wants to import canned beans.

97. **Grain.**—Canadian exporters of grain in parcels are requested to communicate with a firm in Cardiff.

98. **Cheese.**—A Cardiff firm wishes to import Canadian cheese either Brockville or Belleville.

99. **Salmon.**—A concern in Cardiff is prepared to import canned salmon.

100. **Fruits.**—A Cardiff house desires to purchase canned fruits.

101. **Canned tomatoes.**—A firm in Cardiff desires to purchase canned tomatoes.

102. **Canned peas.**—A Cardiff concern is in a position to import canned peas.

103. **Canned meats** are needed by an importing house in South Wales.

104. **Bacon, hams and bellies.**—Bacon curers with quantities for export of bacon, hams and bellies, kindly write to a firm in Cardiff.

105. **Butter.**—A Cardiff firm in a position to import desires to get in touch with Canadian exporters of butter.

106. **Lard.**—A concern in Cardiff wishes to hear from Canadian exporters of lard.

107. **Honey.**—A Bristol firm desires to get in touch with Canadian exporters of honey.

108. **Syrup.**—A firm in Bristol wishes to import maple syrup.
109. **Bacon.**—A Bristol importer desires to hear from Canadian exporters of bacon.
110. **Cheese.**—Will cheese exporters kindly communicate with Bristol concern.
111. **Salmon.**—A Bristol house wants to purchase canned salmon.
112. **Canned meats** are required by a Bristol importer.
113. **Condensed milk.**—A firm in Bristol desires to get into touch with a Canadian firm in a position to export condensed milk.
114. **Dried fruits.**—Canadian firms with dried fruits for export are asked to write to an importing house in Bristol.
115. **Canned fruits.**—A Bristol firm desires to import canned fruits.
116. **Clover seed.**—A firm in Bristol is prepared to purchase clover seed.
117. **Pearl barley** is wanted by a Bristol importing house.
118. **Canned vegetables.**—A concern in Bristol wishes to import canned vegetables.
119. **Shuttles and bobbins.**—Canadian manufacturers of shuttles and bobbins as used in cotton spinning are requested to communicate with a Bristol cotton works. Samples can be inspected on application to the Department of Trade and Commerce, Ottawa.
120. **Wooden spinning tubes.**—A Bristol firm desires to get into touch with Canadian manufacturers of wooden spinning tubes as used in flax and hemp spinning. Samples can be inspected at the Department of Trade and Commerce, Ottawa.
121. **Paper spinning tubes.**—A firm in Bristol is prepared to purchase spinning tubes made of paper, the tubes required for use in the spinning of flax and hemp. Samples can be inspected at the Department of Trade and Commerce, Ottawa.
122. **Paper.**—A South Wales firm wants to import paper suitable for printing newspapers. The paper must be on reels the width of which to be 22 and 26 inches. Quotations c.i.f. Bristol or Liverpool and time of delivery to be stated.
123. **Cardboard.**—A London firm, open to purchase large quantities of cardboard, would be glad to receive offers from Canadian manufacturers able to fill orders.
124. **Penholders and metallic tips.**—A Birmingham manufacturing company wishes to receive quotations from Canadian manufacturers who can supply red and green enamelled wooden penholders, and also metallic penholder tips. Prices are desired for 100, 500, 1,000, and 10,000 gross lots.
125. **Scandinavian bureau.**—A Scandinavian business firm in Canada proposes to send a representative to Norway, Sweden and Denmark after peace is arranged and would like to get in touch with Canadian exporters.
126. **Flour for Jamaica.**—A firm of importers in Jamaica wishes to buy supplies of Canadian flour.
127. An Italian firm wishes to secure supplies of canned fish, canned meats and canned fruits, ham, bacon, lard, and maple syrup.
128. An importer in the Dutch West Indies wishes to secure supplies of Canadian flour and yellow cornmeal. He requests samples, prices and other particulars.
129. An important Government department in Egypt wishes to secure large supplies of Canadian Douglas fir and hickory.

EXPORTERS' NOTE.

The inquiries published herein must be considered as subject to existing trade restrictions as follows:—

1. **Prohibited exports of certain goods from Canada.**—Information may be obtained from any Customs port. Special inquiries should be addressed to the War Trade Board, Ottawa—Export Department. Permits to export food products must be obtained from the Food Board of Canada, Ottawa.
2. **Prohibited imports of certain goods into foreign countries.**
 - (a) *United Kingdom.*—See Supplement to British Board of Trade Journal dated January 24 and amendments in the British Board of Trade Journal. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa, or to Controller, Department of Import Restriction, 22 Carlisle Place, London, S.W. 1.
 - (b) *United States.*—See Rules and Regulations No. 2 of the United States War Trade Board, Washington, published by its Division of Information. Special inquiries may be addressed to the Canadian War Trade Board, Ottawa.
 - (c) *Other Countries.*—Special inquiries should be addressed to the Canadian War Trade Board, Ottawa.
3. **The shortage of shipping space.**
 - (a) *To United Kingdom.*—Inquiries should be addressed to Sir Arthur Harris, Director of Transports, Montreal.
 - (b) *To South Africa.*—The steamers on this line have been requisitioned by the Imperial Government. However, a sailing may occasionally be made, and inquiries should be addressed to Messrs. Elder Dempster & Company, Board of Trade Building, Montreal.
 - (c) *To Australia and New Zealand.*
 - (1) Atlantic service. Address inquiries to the New Zealand Shipping Company, Montreal. Their steamers have been taken off the line, but they are endeavouring to procure sailing ships to perform the service.
 - (2) Pacific service. Communicate with the Canadian-Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.
 - (d) *To West Indies.*—Fortnightly sailings will commence after January 10, 1919. Sailings will be every alternate Friday after February 21, 1919. Address inquiries to the Royal Mail Steam Packet Company, Halifax, N.S.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

ALCOHOL FROM LAVA AND PEAT IN SWEDEN.

(From Svensk Handelstidning of November 9, 1918, transmitted by Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, for United States Commerce Reports.)

The present shortage of alcohol, especially for motor boats, gives special importance to the new method for extracting alcohol from peat and lava. Though lava was used for this purpose in the middle of last century when the potato crop failed, it has since then been neglected.

Peat is found on thousands of hectares and at a depth of seven to eight meters (22.96 to 26.25 feet). From 100 kilogrammes (220 pounds) of dried-peat substance about six liters (1.58 gallons) of 100 per cent alcohol can be obtained. This is about the same yield as potatoes.

The method of extracting alcohol from peat is about the same as by sulphite. The peat is boiled under pressure with sulphuric acid, by which a sugar solution is obtained and some residue products. After the acid has been neutralized with lime, the sugar solution is made into alcohol, the peat residue being collected and made into briquettes for fuel.

The experiments made with regard to this method of extracting alcohol have been successful, and the Swedish Government has agreed to the building of a factory on the basis that the shareholders in the company should have the right to purchase and use the alcohol for their motor boats, trucks, and private automobiles irrespective of Government prohibitions and maximum prices.

JAPANESE METHODS THAT ARE WINNING TRADE IN GREECE.

(Vice-Consul H. A. Hill, Athens, Greece, November 19, 1918, in United States Commerce Reports.)

Commerce between Greece and Japan has greatly increased in the last two years. The sending by Greece of a diplomatic representative to Tokyo is said to be largely owing to this fact. Representatives of Japanese firms state that the Japanese Government, in order to foster this trade, is discussing with the Nippon Yusen Kaisha the possibility of inaugurating a steamer service from Japan to Piræus, Smyrna, Constantinople, Varna, Kustendje, and Odessa.

There have recently arrived at Piræus 1,500 pieces of gray sheeting from Japan, very similar to American sheeting of three yards width. The Japanese sheeting was one yard wide and forty yards long and was packed in bales of twenty pieces. It has been stated that although the quality is a little inferior to American sheeting, the local merchants are well satisfied, as they paid 53s. (\$12.90) delivered c.i.f. Port Said. It is rumoured that several merchants have placed large orders (amounting to perhaps 1,200,000 yards) at even lower prices. The expenses from Port Said to Piræus are about 18 to 20 per cent of the value.

The Japanese manufacturers have studied Greek requirements and are quoting their goods c.i.f. against documents at a Port Said bank. It can easily be understood that the Greek merchant greatly appreciates this manner of doing business, as it is much easier to transport goods from Port Said than it is from Japan, since regular steamers ply from Port Said to Piræus.

PROPOSED DEVELOPMENT OF FINLAND'S WATER POWER.

(*Consul Thornwell Haynes, Helsingfors, October 5, in United States Commerce Reports.*)

The utilization of the water power of Imatra Falls, immediately north of Viborg, has been discussed in Finland for many years. Recently the question has been again taken into serious consideration by the Government and plans drawn for a hydraulic plant, with a fall of 68½ feet, yielding 118,000 horse-power. The total estimated expense for such an electric installation before the war was \$6,000,000; at present the estimate is \$18,000,000 to \$24,000,000.

An additional cost of \$4,000,000 is estimated for the control of an even flow of water from Saimaa lake. This would permit the utilization also of the Vuoksen rapids and would furnish an additional 500,000 horse-power. The plan, as now discussed by the Finnish authorities, embrace a unification of the electrical hydraulic stations along the Vuoksen falls, operating in tandem so that the total force would be available at any instant.

GERMANY'S PLANS FOR AFTER-WAR-TRADE.

(*Kelley's Monthly Trade Review.*)

We have to recognise that Germany *has prepared to win* in the field of trade and commerce, when Peace comes, what she has lost on the field of battle. The Germans have carried out a systematic plan for entering on peace with a great initial advantage against the countries which they have invaded, maltreated, and pillaged, but can no longer hold. The plan includes a good deal more than the destruction of factories, mines, farms, and gardens, which may be called negative measures. Her positive measures include stealing machinery and materials.

In the Lille-Croix-Roubaix-Turcoing area the mills and factories there were equipped with the most modern and costly machinery from Lancashire, Switzerland, Alsace, and America; the technical schools were storehouses of invaluable patterns and designs, which the Germans did not possess and cannot create. Then there are trade secrets, exclusive designs, and combinations, of which they have possessed themselves. Every manufacturer will understand what this means.

Herr Gwinner, of the Deutsche Bank, Berlin, and the late Herr Ballin, of the Hamburg-Amerika Line, have succeeded in establishing a bureau, which is provisionally named the "Company for Oversea Enterprises," with an initial capital of one million sterling. It has for its immediate object the "development of German trade, particularly in neutral countries." Large subscriptions have been guaranteed by wealthy firms, and the movement is one the importance of which our own commercial interests might do well to realise.

When final peace is concluded, the "syndicate" will, among other things, take up such schemes broad as waterway construction, harbour and dock works, and other projects of similar magnitude. Special attention is being given to the various South American States, notwithstanding the confiscation by most of them of German ships, one of the plans being to publish a newspaper in Spanish and Portuguese. Moreover, now that the Near Eastern oil fields are apparently beyond the possibility of German interference, Herr Ballin recently, with his late colleagues, negotiated with Mexican interests for the purchase of adequate supplies, control of which he tried to obtain just before the war began.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgess, Suifunkaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Netherlands:

Amsterdam, British Consul.

Chile:

Valparaiso, British Consul General.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Colombia:

Bogota, British Consul General.

Peru:

Lima, British Vice-Consul.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Portugal:

Lisbon, British Consul.

Egypt:

Alexandria, British Consul General.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

France:

Havre, British Consul General.
Marseilles, British Consul General.

Sweden:

Stockholm, British Consul.

India:

Calcutta, Director General of Commercial
Intelligence.

Switzerland:

Geneva, British Consul.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Mexico:

Mexico, British Consul General.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
- Report re Mail Subsidies and Steamship Subventions.** (Annual.)
- Report of Board of Grain Commissioners for Canada.** (Annual.)
- Rules and Regulations made by Board of Grain Commissioners.** (Annual.)
- List of Licensed Elevators, etc.** (Annual.)
- Grain Inspection in Canada.**
- Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.**
- Supplements to Weekly Bulletin:**
 - Trade of China and Japan.
 - The German War and its relation to Canadian Trade.
 - Handbook for Export to South America.
 - Commercial Intelligence Service.
 - Toy Making in Canada.
 - The Timber Import Trade of Australia.
- Patent Office Record.** (Monthly.)
- Rules and forms of the Canadian Patent Office.**
- Canada and the British West Indies.** (1915.)
- Canada the Country of the Twentieth Century** (1915). \$1.00.
- Handbook for Export to South America** (1915).
- Trade with China and Japan.** (1914.)
- Export Directory of Canada** (1915).
- Review of Commercial Intelligence Service.** (1916.)
- Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades.** (Published Weekly.)
- Number of Cars of Grain Inspected in Western Inspection Division.** (Monthly.)
- Receipts and Shipments of Grain at Fort William and Port Arthur.** (Monthly.)
- Food Inspection Bulletins.**
- Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.**

Bureau of Statistics.

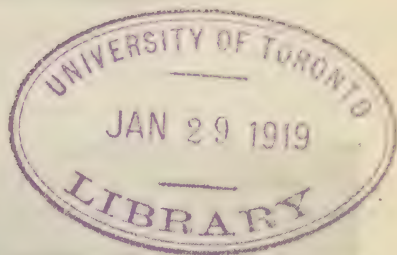
- The Canada Year Book.**
- Monthly Bulletin of Agricultural Statistics.**
- Annual Report of the Trade of Canada.**
- Monthly Report of the Trade of Canada.**
- Monthly Report of Census, Statistics, etc.**
- Bulletins of the Fifth Census of Canada, 1911:**
 - Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
 - Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
 - Vol. III, 1913, Manufacturers, 1911.
 - Vol. IV, Census of Canada.
 - Vol. V, Forest, Fishery, Fur, etc.
 - Vol. VI, Occupations.
- Population and Agriculture (Prairie Provinces.)** (1916.)
- Postal Census of Manufacturers.** (1916.)
- Criminal Statistics, 1916.**
- Special Report on Foreign Born Population.**
- Report on Production of Creameries and Cheese Factories, 1915, 1916.**

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Threshing Rice in Japan. (See p. 170.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. -

Monday, January 27, 1919.

No. 783

WAR MEASURES—CANADA.

Restricted Exports—Modifications.

Referring to Customs Memorandum 2172-B and subsequent memoranda passed under the authority of the War Measures Act, 1914, and prohibiting exportation of goods from Canada, the following regulations have been approved by the War Trade Board and the Canada Food Board.

(It is to be noted, however, that these regulations do not in any way affect the various proclamations regarding trading with the enemy, nor such shipments to Switzerland as are required to be consigned to the Société Suisse de Surveillance Economique.)

REGULATIONS.

1. The exportation from Canada of all commodities except foodstuffs, gold and silver may be licensed by collectors of customs at the ports of exit by endorsement of the usual shippers' export entries.

2. For export to the Western Hemisphere, United Kingdom, British possessions and protectorates, China, Japan and other Oriental, East Indian and African destinations, France, Belgium, Portugal, Italy, Greece, Montenegro, Serbia, and their possessions and protectorates, foodstuffs may also be licensed in the manner above stated, except the following:—

Wheat and oats.
Wheat flour and farina.
Milk and cream, fresh.
Butter.
Cheese.
Condensed, evaporated and powdered milk.
Bran, shorts, middlings, pollard, glutenmeal,
brewers' and distillers' grains.
Cottonseed cake, meal and oil.
Linseed cake and meal.

Calf meal.
Patent and proprietary cattle foods.
Eggs.
Sugars.
Syrups and molasses.
Sugar beets.
Clover seed.
Mill screenings and screenings of grain.
Canned salmon.

3. For goods above listed in section 2 individual licenses shall be required for export to any destination.

4. Individual licenses shall also be required for the exportation of all foodstuffs to Norway, Sweden, Denmark, Holland, Roumania, Russia, Switzerland and Spain.

5. Applications for licenses to export wheat and oats should be addressed to the Chairman, Board of Grain Supervisors, Winnipeg, and applications for licenses to export other foodstuffs should be addressed to the Canada Food Board, Ottawa.

Restricted Imports—Modifications.

(1) The Canadian War Trade Board have approved a general license permitting importation of all commodities restricted from importation by them during the war, except foodstuffs.

(2) Except for the foodstuffs, etc., designated below, the general license covers foodstuffs from the Western Hemisphere, United Kingdom, British possessions and

protectorates, China, Japan and other Oriental East Indian and African countries, France, Belgium, Portugal, Italy, Greece, Montenegro, Serbia and their possessions and protectorates.

(3) The foodstuffs, etc., above referred to are as follows, viz.:—

Macaroni.
Vermicelli.
Spaghetti.
Wheat flour.
Wheat and oats.

Candy and confectionery.
Cocoa and chocolate, prepared or manufactured.
Sugars.

Importers of the above commodities still require to obtain license from the Canada Food Board except for wheat and oats.

(4) Importers of wheat and oats are still required to make application for license to the Board of Grain Commissioners, Winnipeg.

(5) Imports from Norway, Sweden, Denmark, Holland, Roumania, Russia, Switzerland and Spain still require import license for all foodstuffs.

(6) The foregoing modification of restrictions on imports affects only such restrictions as were imposed by the War Trade Board. The regulations governing prohibition of imports, such as liquors, unset diamonds, etc., still remain in force.

(7) The enemy trading Act precludes the importation of all commodities from enemy countries or enemy traders.

BRITISH GOVERNMENT NOTICES AFFECTING CANADIAN TRADE.

(British Board of Trade Journal.)

Relaxation of British Export and Import Prohibitions.

January 2, 1919.—The British Board of Trade announce that the following relaxation of the existing prohibitions of export and import will be brought into force as from to-day. Further relaxations will be announced in subsequent issues of the *Journal*.

A. EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on List A are prohibited to all destinations, and goods on List B to all destinations outside the British Empire, while goods on List C are prohibited only to countries neighbouring enemy countries.*

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

(NOTE.—Attention is called to the fact that by the proclamation of October 1, 1918, all goods, whether mentioned by name or not (except printed matter and accompanied personal effects, are prohibited on List C.)

Headings Transferred from one List to another.

Heading.	From.	To.
Aluminium and alloys of aluminium.. . . .	B	C
Aluminium powder.. . . .	B	C
Antimony and alloys of antimony.. . . .	B	C
Antimony, sulphides and oxides of, and mixtures containing sulphides and oxides of antimony.. . . .	B	C
Badges, military.. . . .	B	C
Bladders.. . . .	A	C

* All destinations in European and Asiatic Russia and in other foreign countries in Europe and on the Mediterranean, except France and French Possessions, Italy and Italian Possessions, Belgium, Portugal, Greece, Spain and Morocco, and to all ports in any such foreign countries.

Headings Transferred from one List to another.—Continued.

Heading.	From.	To.
Boots and shoes, materials and tools used in the manufacture of the following— (Lasts, wooden, remain on List B.)		
Boot and shoe grindery, including clog nails.	A	C
Cutters.	A	C
Drivers.	A	C
Eyelets.	A	C
Groovers.	A	C
Hooks.	A	C
Burettes and their component parts.	A	C
Buttons, military, made of metal.	B	C
Capsicum, including oleo-resin of capsicum.	A	C
Cartridges and charges of all kinds and their component parts.	A	C
Glue, osseine, and concentrated size (and other sizes and sizings made from glue), finings and other kinds of gelatine.	A	C
Handles and helves for grubbers, pickaxes, spades and shovels.	A	C
Handles for adzes, axes, forks (agricultural, stone, road-making and coke), hammers (hand), hoes, hooks (brushing and reaping), rakes, roadscrapers and scythes.	A	C
Hydrometers made of glass.	A	C
Iron hoops and strip.	A	C
Mustard.	A	C
Nitrometers and their component parts.	A	C
Shipbuilding materials, the following.	A	B
(The item "Sectional Material for Shipbuilding" remains for the present on List A.)		
Condenser tubes.		
Engines for use on board ships (including Diesel and other internal combustion engines for marine propulsion) and component parts of such engines.		
Iron and steel castings and forgings for hulls and machinery of ships.		
Machinery for steamships and component parts thereof.		
Ships' auxiliary machinery.		
Ships' telegraphs and component parts thereof.		
Steering gear and component parts thereof.		
Winches.		
Windlasses.		
Ships' rigging, fittings for, the following.	A	C
Belaying pins.		
Blocks, wood and iron, rigging.		
Bolts.		
Chains, rigging.		
Cleats.		
Deadeyes.		
Eyeplates.		
Screws, rigging, set or stretching.		
Shackles.		
Thimbles.		
Steel flyers.	A	C
Steel hoops.	A	C
Steel travellers.	A	C
Tar, vegetable.	A	C
Uranium, alloys of uranium and uranium ores.	A	C
Vanilla and vanilla pods.	A	C
Willows and osiers.	A	C

Chemicals.

Aluminium nitrate.	A	C
Cassia pods and pulp.	A	C
*Phosphorous compounds not otherwise prohibited	A	C

* Certain phosphorous compounds are prohibited as manures, List A.

*Headings Altered.**Delete.**Substitute.*

- (A) Boilers, including portable boilers and their component parts.
 - (A) Flax and linen, all goods wholly or partly manufactured of, except made-up articles of wearing apparel.
 - (A) Fruit and fruit preserves.
 - (A) Tartaric acid, cream of tartar and alkaline tartrates.
 - Copper manufactures, the following—
 - (A) Wires and cables, manufactures of copper or its alloys, except armoured cable.
 - (B) Armoured cable.
 - (A) Wood and timber of all kinds, hewn, sawn, or split, planed or dressed.
- (A) Boilers (not including portable boilers) and their components parts.
 - (C) Boilers, portable.
 - (A) Flax and linen, all goods wholly or partly manufactured of, except canvas hose and made-up articles of wearing apparel.
 - (C) Flax canvas hose.
 - (A) Fruit and fruit preserves, except olives.
 - (C) Olives.
 - (A) Cream of tartar.
 - (C) Tartaric acid and alkaline tartrates not otherwise prohibited.
 - (A) Wires and cables, insulated, the following—
 - Enamelled copper wire.
 - Lead-sheathed.
 - Silk-covered wire.
 - Submarine cable.
 - (B) Armoured cable other than lead-sheathed.
 - (C) Wires and cables not otherwise prohibited.
 - (A) Wood and timber of all kinds, hewn, sawn, or split, planed or dressed, except lignum vitæ.
 - (C) Lignum vitæ.

B. IMPORT PROHIBITIONS.

A general license has been issued to permit of the import of any quantity of the following articles. The license will be valid until March 1, 1919:—

- Coffee.
- Tobacco, unmanufactured and manufactured (including cigars and cigarettes).

General Licenses for Exports.

The Director of the British War Trade Department announces that an open general license will be issued on January 9, 1919, permitting the exportation of the following goods to all destinations except foreign destinations in Europe, etc., as defined in section C of the prohibited list. On and after that date, therefore, there will be no necessity to apply for licenses for the export of these goods to the destinations in question:—

- Fuel economizers constructed of cast-iron pipes, used as auxiliary heating apparatus in connection with land or marine steam boilers.
- Guttering, cast-iron, and cast-iron gutter fittings and connections.
- Pipes, cast-iron, and cast-iron pipe fittings and connections.
- Radiators manufactured of cast-iron pipes.
- Tinplates.
- Terneplates.
- Blackplates.
- Huts, wooden.
- Mixtures and preparations containing not more than 10 per cent aniline colour, not otherwise prohibited.
- Phenalgin.
- Boot polish.
- Strapping, leather, for breeches.
- Artists' water colours.
- Floorcloth containing jute.
- Lead manufactures, the following—
 - Metallic packing containing lead, printing type, coffin furniture, carriage furniture, lead capsules, lead seals, lead toys, lead weights for dressmaking.
- Zinc manufactures, the following—
 - Zinc buttons and zinc stencils.
- Advertising signs made of iron or steel plates or sheets.
- Steel sheets, perforated.
- Adhesives containing not more than 25 per cent starch, or other cereal substance.
- Mango chutney, tomato chutney, and tomato ketchup.
- Oilcloth, oil baize, and imitation leather.

UNITED STATES WAR MEASURES AFFECTING CANADA.

Restricted Exports—Modifications.

• REMOVALS FROM THE UNITED STATES EXPORT CONSERVATION LIST.

The United States War Trade Board announce the following removals from the export conservation list (W.T.B.R. 489, January 9, 1919):—

Beef products, as follows—
Beef loaf.
Canned.
Corned beef hash, canned.

Dried.
Fresh or frozen beef.
Ox tongues.
Pickled and barrelled.

(The above, in addition to those already announced in previous notices, take from the United States conservation list all commodities originally included under the general heading of beef and beef products.)

Cocoanut oil.
Copra oil.
Corn oil.
Cottonseed oil (except hydrogenated cotton-seed oil).
Palm oil.

Peanut oil.
Soya-bean oil.
Stearine, vegetable.
Cocoanut butter.
Butter substitutes.
Oleomargarine.

The United States War Trade Board also announce that—

Palm kernel oil,
Vegetable olein,

Inedible vegetable greases,

are no longer considered as upon the conservation list.

REGULATIONS AS TO ANIMAL GREASES WITHDRAWN.

The United States War Trade Board announce that W.T.B.R. 294, issued October 31, 1918, and W.T.B.R. 351, issued December 5, 1918, with regard to the exportation of inedible animal greases, have been withdrawn.

With the removal of inedible animal greases from the export conservation list, all regulations as to the test of such greases have been rescinded.

ADDITIONS TO AND REMOVALS FROM THE UNITED STATES EXPORT CONSERVATION LIST.

The United States War Trade Board announce, in W.T.B.R. 476, January 6, 1919, that eggs and egg products have been added to the United States export conservation list, effective January 6, 1919.

The United States War Trade Board also announce the removal of the following commodities from the United States export conservation list, effective January 6, 1919: Arsenic and compounds thereof; arsenate of lead; arsenate of soda; arsenite of soda; lead, arsenate of; sodium compounds, as follows: arsenate; arsenite.

Restricted Imports—Modifications.

RELEASE OF CONTROL OVER HIDES, SKINS, TANNING MATERIALS, AND IMPORTED FINISHED LEATHERS.

The United States War Trade Board announce in W.T.B.R. 492, January 9, 1919, that the supervision heretofore exercised by the War Trade Board through the Tanners' Council of the United States of America, Incorporated, over the importation of all hides and skins, except woolled or haired sheepskins and woolled or haired lamb-skins, all materials for tanning or dressing leather and all substances from which tanning materials can be extracted, and all imported finished leathers, has been discontinued. Import licenses will not be issued without the provision that the bill of lading be indorsed to the Tanners' Council.

IMPORTATION OF CHROME ORE.

The United States War Trade Board announce that applications for license to import chrome ore will now be given consideration, provided the shipment to be licensed was actually in transit to the United States on November 11, 1918.

UNITED KINGDOM ACREAGE AND LIVE-STOCK RETURNS, 1918.

HARRISON WATSON, CHIEF CANADIAN TRADE COMMISSIONER IN THE UNITED KINGDOM.

London, Eng., January 1, 1919.—The British Board of Agriculture in issuing the general statistics of crop acreage and live-stock returns for 1918, explains that whereas in the past it has been usual to defer publication until final corrected returns were available, it has been thought advantageous, in view of the great importance of increased production and the desirability of giving the promptest publicity to the results of Government action to stimulate food production, to bring out the report at the very earliest date possible, more especially as any alterations which may have to be made will be too insignificant to affect the results.

Consequently it is chiefly from this point of view that Sir Henry Rew regards the situation in his report which preceeds the comprehensive tables of statistics. He states that the returns now published record the results of the policy adopted by the Government early in 1917, of stimulating by legislative and administrative action the extension of the arable area and the cultivation of cereals and potatoes.

The figures analyzed in this connection apply only to England and Wales, and in referring to the statistics as giving the measure of the extent to which farmers in these countries respond to the efforts of the department, it is mentioned that the stimulus to food production has not been confined to the holdings exceeding one acre, which come within the scope of the returns, but has also resulted in an increase of the acreage devoted to edible crops in allotments and gardens.

Incidentally it should be said that this development is one of great magnitude, and quite one of the most striking features of war time, and the production of vegetables in the environs of the principal cities and other centres of population must attain a very large figure.

During the war it has been usual to take the figures for 1914 as a basis of comparison and this method is still retained, it now being possible to contrast these different periods representing respectively: Pre-war conditions; 1916, up to which time, although some indirect assistance had been lent, the State had not assumed control or intervention; and 1918, when results of the policy of full Government control are apparent. In both 1916 and 1918 difficulties arising out of war conditions had to be encountered, but whereas in the later period the difficulties greatly increased, on the other hand the assistance given by the State was also very much extended.

The main features of the three positions are illustrated by the following tables showing the total area under the plough and the acreage of the three main crops and of potatoes in England and Wales. The figures represent thousands of acres:—

	1914.	1916.	1918.
Arable land..	10,998	11,051	12,399
Wheat..	1,807	1,912	2,557
Barley..	1,505	1,332	1,501
Oats..	1,930	2,085	2,780
Mixed corn . . . . .	.....	.....	142
Total corn..	5,242	5,329	6,980
Potatoes..	462	428	634

This is supplemented by a similar statement giving live-stock figures. These are again in thousands:—

	1914.	1916.	1918.
Cattle	5,878	6,216	6,200
Sheep	17,260	17,951	16,475
Pigs	2,481	2,168	1,697

Broadly, therefore, it may be said that in the first two years of the war the area of arable land and of corn crops was maintained, and cattle and sheep were substantially increased, while in the latter two years the arable corn and potato acreage was very markedly extended, cattle were maintained, but sheep and pigs were reduced considerably below the pre-war level.

Each period presented its difficulties to farmers, but they increased very greatly in the later period. In the early months of the war shortage of labour, caused first by the mobilization of territorial battalions, and next by vigorous recruiting in the country districts, was seriously felt, but the introduction of compulsory service caused a still further withdrawal of men from the land. At the outbreak of hostilities the cessation of the supply of potash manures was felt, but otherwise the supply of fertilizers as well as of feeding stuffs was fully maintained. Such help as was given to farmers by the State was indirect, but much was done by the restriction of exports to conserve supplies for farmers' needs.

In 1916, however, farmers began to feel a real deficiency of supplies, more particularly of labour, machinery, and feeding stuffs, and the difficulty of maintaining the cultivation of the land became acute. It was then that the State stepped in energetically, first with a legislative guarantee of minimum prices for wheat and oats for six years, and secondly with the ploughing-up programme to which the addition, in two years, of 1,348,000 acres to the arable area of England and Wales, is mainly, if not entirely, attributable.

A general idea of the position in regard to both crops and stock may be obtained by comparing the average of the past five years with the four preceding quinquennia, adding the figures for the single year 1918, and confining the statement to arable land, the dairy herd and the ewe flock.

Period.	Arable Land. 1,000 Acres.	Cows and Heifers in Milk or in Calf. Thousands.	Ewes kept for Breeding. Thousands.	Number per 199 Acres of Arable Land.	
				Cows and Heifers.	Ewes.
1894-98	12,467	2,084	6,994	16.7	56.1
1899-1903.	12,137	2,171	7,201	17.9	59.3
1904-8.	11,592	2,293	7,184	19.8	62.0
1909-13	11,274	2,340	7,354	20.8	65.2
1914-18	11,332	2,478	6,823	21.9	60.2
1918.	12,399	2,578	6,487	20.8	52.8

The actual increase of arable land during the war, i.e., from June, 1914, to June, 1918, in England and Wales was 1,400,000 acres, or 12.7 per cent, but it was naturally greater in the grass districts than in those districts, such as the eastern counties, which were already mainly arable.

England as a whole having 10,306,000 acres under the plough in 1914, added 1,158,000 acres, being an increase of 11.2 per cent, while Wales having 692,000 acres of arable land in 1914, added 243,000 acres, an increase of 35.2 per cent. The extension of arable cultivation mainly occurred after 1916, and the greatest increase took place after June, 1917, the addition to the arable area in the one year 1917-18 being 1,153,000 acres, or 10.2 per cent.

It is pointed out that the actual breaking up of permanent pasture, although the most drastic and significant part of the Food Production policy and programme, was not the whole of the agricultural effort. Special stress was laid on an increased production of corn and potatoes, and in the single year 1918 the acreage under these crops was increased by 1,468,000 acres, so that in addition to the land broken up from pasture, over 300,000 acres were diverted from other crops and devoted to those which were more urgently needed.

In recording the acreage devoted in England and Wales to potatoes in the three years, which are as follows: 1914, 462,000 acres; 1916, 427,000 acres; 1918, 634,000 acres; it is remarked that potatoes were planted to an extent far exceeding any previous cultivation both in gardens and allotments, and a computation that at least 100,000 acres were added by these sources is well within the mark.

It is obvious that the heavy increases in corn and potato crops caused exceptional reduction in the acreage of less essential ones, and there was a large decrease in turnips, vetches and lucerne, supplemented by the abnormal falling off of no less than 730,000 acres of the total area reserved for hay.

While, as mentioned before, the report is accompanied by a large variety of statistical tables which deal almost entirely with England and Wales alone, it seems advantageous in a report like this to reproduce the summarized figures showing the crop acreage and live-stock numbers for the whole of the United Kingdom, as returned in June, 1918 and 1917, which were as follows:—

CROPS.		1918.	1917.
Distribution.		Acres.	Acres.
Total area (excluding water)		37,137,600	37,137,600
Total acreage under crops and grass (a)		26,987,512	27,081,481
Arable land		12,398,640	11,246,106
Permanent grass		14,588,872	15,835,375
Mountain and heath land, used for grazing		3,987,246	3,901,713
Wheat { Autumn-sown		2,293,440	1,724,703
Spring-sown		263,221	193,782
Total		2,556,661	1,918,485
Barley		1,500,809	1,459,796
Oats		2,780,063	2,258,909
Rye		101,432	56,013
Beans		250,681	210,592
Peas		150,104	130,999
Potatoes		633,832	507,987
Turnips and swedes		910,818	972,374
Mangold		401,292	388,842
Cabbage		38,833	39,066
Rape		60,096	64,168
Kohl-rabi		13,048	14,557
Vetches or tares		61,999	78,764
Lucerne		40,069	50,213
Hops		15,666	16,946
Small fruit		65,679	71,942
Clover, sainfoin, and grasses under rotation		2,095,227	2,499,545
Other crops		172,094	151,610
Bare fallow		408,718	355,298

(a) Not including mountain and heath land.

LIVE STOCK.		1918.	1917.
		Number.	Number.
Horses used for agricultural purposes, including mares for breeding		822,428	796,038
Stallions		7,707	8,409
Unbroken horses, one year and above		219,850	228,992
Unbroken horses, under one year		100,070	104,362
Other horses		225,777	235,021
Total of horses		1,375,832	1,372,822
Cows and heifers in milk		1,858,195	1,831,443
Cows in calf, but not in milk		335,090	271,537
Heifers in calf		384,681	361,814
Other cattle, two years and above		1,000,769	1,093,770
" " one year and under two		1,338,511	1,353,322
" " under one year		1,283,239	1,315,262
Total of cattle		6,200,485	6,227,148

LIVE STOCK.—*Continued.*

	1918. Number.	1917 Number.
Ewes kept for breeding..	6,486,775	6,872,029
Other sheep, one year and above.. . . .	3,160,717	3,563,520
“ “ under one year..	6,827,683	6,734,308
Total of sheep..	16,475,175	17,169,857
Sows kept for breeding..	289,540	254,291
Other pigs..	1,407,526	1,664,250
Total of pigs..	1,697,066	1,918,541

The report also includes some interesting statistics of fruit production in England and Wales, according to which on June 4, 1918, 65,679 acres were under small fruit, all of which, with the exception of 626 acres, being in England.

These covered principally strawberries, raspberries, currants, and gooseberries.

As regards orchards, England contained 259,742 acres, and Wales 3,317 acres, the distribution in the two countries being: Apples, 170,305 acres; pears, 10,406 acres; cherries, 10,261 acres; plums, 17,760 acres; and mixed orchards, 54,327 acres.

FINANCIAL FACILITIES FOR BRITISH TRADE AND INDUSTRY AFTER THE WAR.—PART II.

(Forwarded by the Canadian High Commissioner, London.)

In *Weekly Bulletin* No. 782, we published extracts from Part I of a British report on financial facilities for British trade and industry after the war. We publish below extracts from Part II, which are included under the general heading:—

Provision of Financial Facilities.

THE CREDIT SITUATION TO-DAY.

The total deposits of the banks of the United Kingdom (other than the Bank of England), which amounted on the 31st December, 1913, to £1,070,000,000, are now approaching £2,000,000,000. These figures are an indication of the great expansion of credit which has taken place up to the present time, and which still remains unchecked. The enormously increased purchasing power thus created has, in our opinion, been one of the main factors contributing to the rise in prices which has taken place.

EXTENDED CREDIT FACILITIES NECESSARY.

In our judgment, the character of the demand for assistance during the reconstruction period will differ from that of normal times. This difference is likely to be of a temporary nature. To meet these demands, we are of opinion that in the first place the banks will, for the time being, have to depart in a measure from traditional customs when judging the character of the risk involved. It will be necessary to exercise discretion upon rather broader lines. And secondly, to enable them to do this with greater safety and confidence, we are strongly of opinion that a substantial increase in their paid-up capital is desirable. Apart from the necessity for being in the strongest possible position to meet the demands which we have foreshadowed, such a measure is in our opinion also necessary to enable the banks to grant the extended credit and generally wider facilities which will be required for the future, if trade and industry is to be in a position to compete successfully with the foreigner. Moreover, in view of the decline in recent years of the ratio of paid-up capital and reserves to deposit liabilities, an increase is eminently desirable. From the evidence

which has been placed before us, and from the trend of recent events in the banking world, we believe that bankers themselves are, generally speaking, agreed upon the desirability of this increase. We recommend, therefore, that every facility should be given by the Government to enable the issue, at the earliest possible moment, of any new share capital which may be found necessary.

During the period immediately following the war it is essential that the available supply of capital and credit should be devoted in the first place to the assistance of the most urgent national needs for production, and, whilst it will be necessary for the banks to take a liberal view of the requests for loans, we think that, in order to check any outburst of speculation and prevent the inception of enterprises of an unessential character, it will also be necessary to exercise some discretion as to the purpose for which the money is required. The rationing of the available supplies of raw material, if it be found necessary, will furnish a measure of guidance in this connection.

To enable the banks to do more in the direction of granting long trading credits, we are also of opinion that it is desirable that bankers should make more widely known their willingness to accept deposits for long periods, at fixed rates of interest. We believe that, if they were encouraged to do so, a number of depositors would be willing to deposit their money at fixed rates of interest, for periods of from one to five years, without the right of withdrawal. The removal of the liability to withdrawal would thus enable the banks to grant loans for longer periods.

It must, however, be borne in mind that the efficient organization of trade and industry on up-to-date lines is, in itself, an important factor when considering financial assistance. We welcome, therefore, the policy of trade organization and co-operation which has recently become manifest, as furnishing greater financial security, and a sounder basis for the granting of credit facilities. A well balanced capital account without an undue proportion of debenture debt compared with the share capital is also of the greatest importance when considering long credits. It is obvious that a bank cannot be expected to take the risk of advancing money for long periods in cases where there is already a prior lien upon the assets in the form of a large debenture issue.

In our opinion, institutions are necessary to provide additional assistance for trade and industry by developing similar facilities to those which have been provided by the German banks. In this connection we have to notice the formation of the British Trade Corporation. This institution was formed as a result of the deliberations of the committee appointed by the Board of Trade to investigate the question of financial facilities for trade. Its constitution and functions were laid down by the committee as follows:—

(1) It should have a capital of £10,000,000. The first issue should be from £2,500,000 to £5,000,000, upon which in the first instance, only a small amount should be paid up, but which should all be called up within a reasonable time. A further issue should be made afterwards, if possible, at a premium.

(2) It should not accept deposits at call or short notice.

(3) It should only open current accounts for parties who are proposing to make use of the overseas facilities which it would afford.

(4) It should have a foreign exchange department where special facilities might be afforded for dealing with bills in foreign currency.

(5) It should open a credit department for the issue of credits to parties at home and abroad.

(6) It should enter into banking agency arrangements with existing colonial or British-foreign banks wherever they could be concluded upon reasonable terms, and where such arrangements were made, it should undertake not to set up for a specified period its own branches or agencies. It should have power to set up branches or agencies where no British-foreign bank of importance exists.

(7) It should inaugurate an information bureau.

(8) It should endeavour not to interfere in any business for which existing banks and banking houses now provide facilities, and it should try to promote working transactions on joint account with other banks, and should invite other banks to submit to it new transactions which, 'owing to length of time, magnitude or other reasons they are not prepared to undertake alone.

(9) Where desirable, it should co-operate with the merchant and manufacturer, and possibly accept risks upon joint account.

(10) It should become a centre for syndicate operations, availing itself of the special knowledge which it will possess through its information bureau.

We have had the advantage of an interview with Lord Farrington, chairman of the above-mentioned committee, and now governor of the British Trade Corporation. Lord Farrington explained the work which will be undertaken, and gave us particulars of some of the plans which have been laid down for the future. The corporation was designed to fill a gap in the financial machinery of this country and to supply needs which have long been felt by trade and industry. Apart from the assistance which it will be able to render in connection with overseas contracts, the development of existing markets and the securing of new ones, its sphere of usefulness is large, and one of great importance to the development of trade and industry.

But, as the business which the corporation was formed to undertake exists to-day only to a limited extent, owing to the restrictions imposed upon trade in consequence of the war, it is difficult for us to estimate either the volume of demands which will be made upon it, or its competency to meet them in their entirety. Obviously its power to do so will be limited by the means now at its disposal and by its ability to raise additional capital. Additional institutions of this character may be required in the future. The corporation has, however, not yet had adequate opportunity for demonstrating its usefulness, which we believe will be great, and is not yet firmly established as an integral part of our financial machinery.

Several suggestions have been laid before us for the formation of trade banks or co-operative credit associations of other types than those already referred to, but after careful consideration of all the circumstances we have come to the conclusion that it will be better to utilize the machinery already available rather than to create now, to meet a set of unknown circumstances, new types of institutions.

ISSUES OF NEW CAPITAL.

We have already alluded to the fact that commercial issues of new capital having been largely in abeyance since the commencement of the war, it is reasonable to expect a very large number of appeals for new capital, and that if the State is also under the necessity of borrowing, it will create a further element of competition which is likely to force up money rates to a high level. But it is also most essential for the future prosperity of this country, that the available supply of capital should flow, in the first place to essential industries, and not to the support of enterprises of a speculative or unessential character. The increased cost of living and high taxation will induce many people to seek a high return on their capital with less consideration for safety, and will consequently encourage the issue of enterprises of the latter character. Whilst we are in favour of an early removal of all measures of State control of finance and industry alike, at the same time we are of opinion that it will be advisable to maintain, after the war, some control over new issues, at any rate until such time as State borrowing in connection with the war is completed.

For these reasons we are also of opinion that it will be necessary for the same period to exercise, as far as possible, supervision over the export of capital, and the objects for which such export may be desired. Apart, however, from control of new issues during the reconstruction period, we are of opinion it is most desirable that, if possible, permanent measures should be taken to prevent, or make more difficult, the promotion and issue of unsound propositions. Consideration of the subject in this wider aspect

does not come within the scope of our inquiry, but we think it might be possible to strengthen the Companies Act so as to achieve this purpose, and we hope that this may be carried out.

Speaking generally, State aid by means of advances implies also a measure of State control. From the evidence that has been placed before us, we believe that manufacturers and traders are unanimously in favour of the removal of all State control of industry at as early a date as possible. This being the case, it is clear that applications for assistance by means of a loan from Government would only be made after refusal in other quarters. Obviously the majority of applications would, therefore, be an invitation for the State to step in where experts had already refused, and would hardly form suitable investments for public funds.

We think, however, that cases of hardship may arise, more particularly in connection with firms who have undertaken, under considerable pressure from the Government, the manufacture of munitions of war. This hardship is likely to be accentuated in cases where a great change in plant or the building of large extensions has been necessary. It is possible that, in many cases, owing to high taxation and other causes, the full significance of the change and the expenditure necessary for reconversion of plant and machinery, has not been realized by the manufacturers in question, actuated as they may have been by patriotic motives or under pressure from a Government department. We think that it is only just that the Government should give sympathetic consideration in all such cases. We do not think it is possible to design any scheme for dealing with them on general lines, either by means of loans or otherwise.

We understand, however, that individual cases already receive sympathetic treatment at the hands of the departments; but we are of opinion that it would facilitate the investigation of them, and create an additional measure of confidence, if a small committee were formed, consisting of Government officials and business men in leading industries, either to consider them in the first instance, or to act as a tribunal, to which appeal could be made when the applicant considered that he had not received adequate consideration at the hands of the State.

Circumstances may arise in connection with certain key industries, which will necessitate the granting of State financial assistance in some form or another. It may be that the issue of securities with some form of a Government guarantee will be found to be the best means of raising the necessary capital in cases of this character; but we do not think this method could be adopted with advantage as a means of assisting the ordinary commercial and manufacturing enterprises in this country.

It has been urged upon us that the present high rate of excess profits duty has prevented the formation of adequate reserves, and has resulted in many cases in the depletion of the liquid resources necessary to furnish working capital and provide for reconversion expenditure during the reconstruction period. Whilst this subject is under more intimate consideration by the committee on financial risks attaching to the holding of trading stocks, we are of opinion that it would be of great assistance to manufacturers and others, who find themselves in this position, if arrangements can be made by which a portion of the tax can be retained for a period in the form of a loan. The rate of interest to be charged, and the terms and conditions upon which it is granted, whilst not of a penal character, such as might render the concession useless, should be so framed as to secure early repayment, protect the Government from loss and prevent applications of a frivolous nature.

CANADIAN APPLE EXPORTS.

A cable, dated January 7, has been received from Mr. J. Forsyth Smith, as follows:—

“5,265 barrels of Nova Scotia apples ex ss. *Titian* sold at Glasgow at maximum prices. About 7,000 barrels of Nova Scotia apples ex ss. *Minnedosa* and *Melita* allotted in rationed quantities at Liverpool for maximum prices. About 6,400 barrels of Nova Scotia apples ex ss. *Sardinian* and *Pretorian* sold in London at maximum prices.”

THE RAISING OF THE BRITISH APPLE EMBARGO.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

THE RAISING OF THE APPLE EMBARGO.

Liverpool, January 3, 1919.—The apple embargo was raised on November 14, the official announcement intimating that apples would be admitted to the United Kingdom subject to controlled prices. It was not until November 23, however, that it was possible to cable a forecast of 6½d. to the importer and 9d. to the retailer, as the prices that would probably be fixed by the forthcoming apple order. In the interval the Ministry of Food were discussing the matter with the fruit trade, and representations were also made to them on behalf of the fruit shippers, with the object of securing as high a maximum as possible. It was pointed out in this connection that apple crops were short in all the Canadian fruit provinces, that home market values were very high and would be increased when a considerable new outlet was offered for the fruit by the raising of the embargo, and that allowance must be made for high freights and for the fact that shipments must be made at the worst season of the year, with consequent likelihood of damage to a perishable product.

The Ministry, however, were determined that the price to the consumer should be as low as possible, and the figure suggested, 6½d. per pound, made it possible for barrel apples to return Canadian market prices with a fair margin. In the case of box apples, however, it was clear that this price would offer no inducement, as British Columbia apples were selling at \$2.25 to \$2.50 f.o.b., and at such values it was doubtful whether they could be landed in the United Kingdom at the controlled price, and certain that there would be no margin to cover the inevitable depreciation of a perishable commodity, or to make an export business attractive to the shippers. A special effort, therefore, was made to effect some discrimination in their favour, and a price of 8d. to the importer suggested.

The Ministry, however, were very firm, taking the stand that they were interested only in cheap fruit, that they could not fix a price to encourage the importation of what they frankly regarded as luxuries, and that they must have one flat price for all apples, or they could not enforce the regulations. They had previously had experience with an apple order governing the sale of English apples, which had permitted a free market for a few of the best varieties of dessert fruit, while enacting a flat rate for all apples other than specified. The result was that prices went up to 2s. 6d. and even 4s. per pound retail, all sorts of apples were sold as the favoured varieties, and the authorities, not having an expert staff of inspectors, were powerless to deal with the situation. They were determined not to be placed in a similar position with regard to imported apples, and no concession, therefore, could be obtained.

THE APPLE ORDER.

The apple order was issued on December 6 and the following is a summary of the most important of its provisions:—

Part I.

Home-grown apples—First owner's price, 58s. 4d. per hundredweight.

Part II.

Imported apples—First owner's prices—

	When sold in packages.	Maximum price at the rate of
1. Nova Scotia apples sold in barrels containing not less than 112 pounds.. . . .		s. d. 58 4 per barrel.
2. Canadian and Maine apples sold in barrels containing not less than 130 pounds.. . . .		67 8 "
3. Virginian and Western States apples sold in barrels containing not less than 130 pounds.. . . .		67 8 "
4. British Columbia apples sold in a case containing not less than 38 pounds.. . . .		19 9 per case.
5. Washington apples sold in a case containing not less than 38 pounds.. . . .		19 9 "
6. Californian apples sold in a case containing not less than 38 pounds.. . . .		19 9 "
7. Oregon apples sold in a case containing not less than 38 pounds.. . . .		19 9 "
8. Any variety of imported apples sold otherwise than in the packages mentioned above.. . . .		56 0 per cwt.

NOTE.—No additional charge may be made for any package.

Part III.

Retail price, 9d. per pound.

The wholesale purchaser from the first owner is permitted to charge a price made up of the maximum to the latter plus inland railway charges and cartage and 6s. per barrel and 2s. per box, or in the case of apples sold in other than the specified packages, 10 per cent on the maximum price.

OCEAN FREIGHTS ON APPLES.

Ocean freights on apples have been fixed at \$5 per barrel and \$1.25 per box.

FIRST APPLE ARRIVALS.

The first apple arrivals from Canada were very eagerly awaited by the trade and public, as the coincidence of an English crop shortage with the shutting off of imports by the embargo had raised the prices of English apples of dessert varieties to figures (2s. to 4s. per pound) that placed them out of reach of all but the rich. The reduction of prices under the apple order thus suddenly rendered effective a huge unsatisfied demand, which was also strengthened by the fact that the first shipments were due about Christmas.

The first Nova Scotia apples ex. ss. *Alsatian* came to Liverpool, and 1,600 were catalogued for sale in the commercial saleroom on December 16. Some preliminary sales of oranges and lemons had excited a little interest, but, as soon as the apples were reached a scene of excitement took place, unparalleled in the auction room, each of the 250 buyers present rising to his feet and clamouring to secure his share. Under the circumstances, there was no possibility of discriminating as to pack, grade, variety or condition, and all were eagerly snapped up at the maximum price, the lots being reduced from a normal 20 to 30, to 5 or 10 barrels, and the buyers being strictly rationed in order to secure equitable distribution. As a result of the experience of this first sale, shipments by subsequent steamers were not catalogued at all, being allotted by the brokers in rationed quantities or sold privately at the maximum without inspection or selection, from the quay.

Other shipments to Liverpool have been 871 Nova Scotia and 1,043 barrels of Ontario apples, ex. ss. *Scandinavian* sold December 20 and 21, about 16,000 barrels of Nova Scotia apples ex ss. *Rijsbergen* sold on December 23 and 24, 1,316 barrels of

Ontario apples ex. ss. *Cufic* sold on December 28, 867 barrels of Ontario apples ex. ss. *Scotian* sold on December 30, and 441 barrels and 1,400 boxes of Ontario apples ex. ss. *Canada*. The only exception to maximum price selling was in the case of 267 barrels of Ontario apples ex. ss. *Scotian*, all of which were slack, 65 per cent of which were bilged or soaked with sea-water, some being in a very poor condition. One lot of No. 1 Greenings, another of No. 1 Wageners, Phoenix and Baldwins, and another of No. 1 Baldwins, although bilged, sold at the maximum, 67s. 8d., and the others brought prices as follows: Greenings, No. 1, 46s., 47s., No. 3, 44s.; Spies, No. 1, bilged, 52s., No. 3, slack, 50s.; lots of mixed varieties, No. 1, 52s., 65s., No. 2, 50s., 66s., No. 3, 50s., 61s. On December 28 a car of British Columbia Jonathans, in fair condition, though comprising some light and slack boxes, sold in Liverpool at the maximum, 19s. 9d.

One shipment only from Canada has been sold in Glasgow to date, comprising 649 barrels and 685 boxes of Ontario and 600 boxes of British Columbia apples ex. ss. *Saturnia*, all of which brought maximum prices except a few barrels showing frost. Some 5,265 barrels from Nova Scotia and Ontario ex. ss. *Titan* are now reported as unloading in Glasgow.

Some 5,500 barrels of Nova Scotia apples, ex. ss. *Wyncote* sold in London on December 18 and 19 at the maximum for all grades and varieties. Two boats with some 8,000 barrels from Nova Scotia are reported as unloading to-day in London.

STEAMERS FOR NOVA SCOTIA APPLES.

The apple shippers of Nova Scotia have had great difficulty in securing space for their apples, as the steamers sailing out of Halifax could not handle the quantities ready for shipment, and the shortage of refrigerator cars prevented them from conveying them to St. John. The matter was brought to the attention of the Minister, and the Canadian Pacific Ocean services announce to-day that they have arranged for two of their boats leaving St. John on or about January 7 to call at Halifax.

PRICE PROSPECTS.

The prospects are promising for the maintenance of high prices, though, as the first extraordinary demand becomes satisfied, and larger supplies arrive, it is probable that some discrimination will be shown against the less favoured grades and varieties. Spanish oranges and lemons, which all sold at the maximum when the restrictions were first removed have since dropped well below the controlled figure. Apples, however, will undoubtedly be much slower in responding to this tendency.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official statistics of apple imports into the United Kingdom during the corresponding weeks of the years 1916, 1917 and 1918:—

		1916.	1917.	1918.
		Cwt.	Cwt.	Cwt.
Week ending December 14, total imported.. . . .		99,964	14,760	10,276
" " " 14, from Canada		43,746	.....	8,130
" " " 21, total imported.. . . .		127,049	11,726	63,541
" " " 21, from Canada		34,495	220	26,398
" " " 28, total imported.. . . .		53,250	7,684	62,455
" " " 28, from Canada		8,263	.....	7,019
During December, total imported.. . . .		280,263	34,170	136,272
" " from Canada		86,504	220	41,547

According to these statistics, Canadian apple imports during December, 1918, comprised 34 per cent of the totals, as against 30 per cent in 1916.

IMPORTS OF ORANGES.

It may be of interest to note that imports of oranges during the same period were 520,989 cwt., as against 75,851 cwt. in 1917 and 506,538 cwt. in 1916.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

The Canadian Pacific Railway announces the following proposed sailings from West St. John, St. John, and Halifax, subject to change without notice:—

WEST ST. JOHN TO LIVERPOOL.

Empress of Britain, C.P.O.S. Lines, about January 27; *Melita*, C.P.O.S. Lines, about January 30; *Minnedosa*, C.P.O.S. Lines, about February 1; *Titian*, C.P.O.S. Lines, about February 3; *Grampian*, C.P.O.S. Lines, about February 5; *Corsican*, C.P.O.S. Lines, about February 8.

WEST ST. JOHN TO LONDON.

Mottisfont, C.P.O.S. Lines, about January 27; *Dunbridge*, C.P.O.S. Lines, about January 31; *Pretorian*, C.P.O.S. Lines, about February 5; *Sardinian*, C.P.O.S. Lines, about February 6.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Lines, about February 2; *Tydeus*, C.P.O.S. Lines, about February 5; *Holbrook*, C.P.O.S. Lines, about February 8.

WEST ST. JOHN TO GLASGOW.

Montezuma, C.P.O.S. Lines, about February 14; *Cassandra*, Anchor-Donaldson Line, about February 14.

WEST ST. JOHN TO MANCHESTER.

Manchester Corporation, Manchester Line, about February 15; *Manchester Brigade*, Manchester Line, about February 22.

WEST ST. JOHN TO BELFAST.

Carrigan Head, Head Line, about February 15.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*.
Bendu, Elder-Dempster Co., about January 31.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

To Auckland, *Wellington*, *Lyttleton*, *Dunedin*, *Melbourne* and *Sydney*.
Cufic, New Zealand Shipping Co., about February 5.

ST. JOHN TO BERMUDA, ST. KITTS, DOMINICA, ST. LUCIA, BARBADOS, TRINIDAD, DEMERARA, ETC.

**Chaleur*, Royal Mail Steam Packet Co., February 7.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about February 20.

AUSTRALIAN AGRICULTURAL IMPLEMENT FACTORIES.

From Review of Australian Trade.

TRADE COMMISSIONER D. H. ROSS.

Melbourne.—The manufacture of agricultural machinery is an important and old-established Australian industry. While Melbourne is the chief centre of the industry, factories are in operation in all the states. In country towns there has been an increase of small factories. Since the outbreak of the war, there has been no expansion in the

* Sails from Halifax.

output owing to the difficulty in obtaining necessary materials from oversea and the scarcity of skilled labour. Excluding reapers and binders, mowers and rakes—all of which are imported—Australian factories produce implements similar to those imported from oversea. The local output chiefly consists of stripper harvesters, winnowers, grain and fertilizer drills, disc and tyne cultivators, and stump jump ploughs. The appended table gives particulars concerning Australian agricultural machinery factories for the years 1914 and 1915 (the latest available):—

	1914.	1915.	+ Increase. —Decrease.
Number of factories.	154	153	— 1
Number of employees	3,865	3,606	— 259
Actual horse-power of engine employed	2,665	2,905	+ 240
Approximate value of land and build- ings.	£ 360,916	£ 363,166	+£ 2,250
Approximate value of plant and machin- ery.	£ 324,292	£ 337,459	+£ 13,167
Total amount of wages paid during year	£ 466,686	£ 428,370	—£ 38,316
Value of fuel used.	£ 29,892	£ 29,167	—£ 725
Value of raw material worked up. . .	£ 749,153	£ 664,412	—£104,741
Total value of output.	£1,413,789	£1,299,308	—£114,481
Value added in process of manufacture.	£ 664,636	£ 634,896	—£ 29,740

AGRICULTURAL IMPLEMENTS EXPORTED FROM AUSTRALIA.

The values of Australian-made agricultural implements and machinery exported from the Commonwealth in 1915-16 and 1916-17 are tabulated thus:—

Australian (origin) exports.	1915-16.	1916-17.	+ Increase. —Decrease.
Cream separators.	£ 24	£ 204	+£ 180
Ploughs and harrows.	2,536	2,695	+ 159
Reaper and binders.	9	.....	— 9
Stripper harvesters.	75	788	+ 713
Harvester parts.	4,838	4,698	— 140
Implements (unspecified).	13,484	11,967	— 1,517
	£20,966	£20,352	—£ 614

These comparatively small figures do not convey the extent of the export trade in normal years, as in 1913 the Australian exports—chiefly of stripper harvesters—to the Argentine Republic were valued at £175,000. The high cost of materials, but more particularly the entire lack of ocean transportation, has terminated the export trade for the time being. The adverse trading conditions have to some extent been compensated for by the strong domestic demand.

CHANGE IN AUSTRALASIAN ROYAL MAIL LINE SAILINGS TO AUSTRALASIA.

January 21, 1919.—Owing to unforeseen delays it has been necessary to make a change in the sailings of the Canadian-Australasian Royal Mail Line from Vancouver to Australia and New Zealand. The *Makura* will sail from Vancouver for Australasian ports on February 12, and the *Niagara* will sail on February 19. Both these vessels have been delayed at the other end owing to the influenza epidemic and the seamen's strike.

THE NEEDS OF THE ITALIAN METALLURGICAL INDUSTRY.

TRADE COMMISSIONER W. McL. CLARKE.

SCRAP AND PIG-IRON REQUIRED IN ITALY.

Milan, December 10, 1918.—The Italian Metallurgical Association has recently issued a memorial in which it is pointed out that the needs of the metallurgical industry

cannot be indefinitely satisfied by the limited supplies of iron ore existing in the country, the inference therefore being that recourse must be had to foreign sources for the necessary raw and semi-manufactured materials.

LOCAL SUPPLIES OF IRON ORE.

Prior to the war the iron mined in Italy came almost altogether from the island of Elba and from there was taken to the blast furnaces at Portoferraio, Piombino and Bagnoli. Thus for example in 1914 of the total tonnage produced in the Kingdom, amounting in all to about 706,246 tons, Elba yielded at least 649,561 tons. The mines of Valdaspra in the province of Grosseto (central Italy) yielded 36,000 tons, while the remainder was derived from the mines of Iglesiente (Sardinia) and Bergamasco (province of Bergamo). It has been estimated, however, that there were approximately 700,000 tons of ore withdrawn from the Elban deposits annually, that these mines would be exhausted in about ten years' time. This estimate is based on the calculations of 1909, when it was reported that 6,000,000 tons of iron ore were available in the Elban deposits, and on the consequent withdrawals. Between the years 1909-14, 2,500,000 tons of ore were mined in Elba and the production during the war has considerably increased. For example in 1916 there were extracted from the whole of Italy 942,244 tons, and in 1917 almost 1,000,000 tons, the greater part in each year being of Elban origin. From now on writes the *Finanza Italiana*, the Elba group cannot furnish large quantities under convenient conditions as it will now be necessary to exploit the veins under the sea with the resulting greater costs.

WAR HAS STIMULATED RESEARCHES.

The war, however, has stimulated researches for other ore deposits in Italy. Although in 1909 there was known to be high-grade iron ore in the Val di Cogne (near the French frontier) and estimated at 6,000,000 tons, its exploitation was really only recently begun by the well-known Ansaldo firm, which has installed electric-blast furnaces modelled after Swedish types. Moreover, in the Nurra district of Sardinia the surveys made during the war have revealed the existence of about 6,000,000 tons of good iron ore. It is hoped in fact to utilize from 150,000 to 200,000 tons a year from this source.

ESTIMATED ITALIAN DEPOSITS.

The following table gives the present estimated deposits of iron ore in Italy:—

Districts.	Tons.
Traverselle.. . . .	1,000,000
Cogne.. . . .	5,000,000
Central Italy.. . . .	2,000,000
Sardinia.. . . .	6,000,000
Val Brembana.. . . .	20,000
Total.. . . .	14,020,000

If the Italian manufacture of pig-iron retains only its production, viz., about 400,000 tons annually, it is estimated that 700,000 tons of ore will be consumed per year and that in twenty years the Italian supplies will be exhausted. As a remedial measure it has been suggested that greater quantities of scrap-iron and steel will have to be imported—the Metallurgical Association say at least 420,000 tons a year. In other quarters it is believed a better policy to bring the ore from abroad and make the pig-iron locally.

But pig-iron will also be and is in demand and if the industrial programme that Italy is drawing up is taken as a criterion even larger quantities of pig-iron will be required than before or during the war.

IMPORTATION OF PIG AND SCRAP-IRON.

The figures subjoined give the Italian imports of pig and scrap-iron since 1913, together with the value of such imports:—

<i>Scrap-iron.</i>		
Years.	Total Quantities. Quintals.	Value. Lire.
1913..	3,262,307	29,360,763
1914..	2,548,923	21,665,846
1915..	2,614,679	35,298,166
1916..	3,427,059	94,244,122
1917..	2,269,575	62,413,312

<i>Pig Iron.</i>		
Years.	Total Quantities. Quintals.	Value. Lire.
1913..	2,216,884	22,168,840
1914..	2,199,948	19,799,532
1915..	2,405,352	39,688,308
1916..	3,023,326	105,816,410
1917..	3,159,537	110,583,795

Firms desiring to export either pig or scrap-iron to Italy will be put in touch with Italian importers, provided an intimation is given to this office by the Canadian exporter.

MARKET FOR BELTING IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, November 26, 1918.—Some inquiries have been received from Canada regarding the Argentine market for belting and it would seem that manufacturers consider that they are now in a position to export this commodity. Argentina is a fairly large consumer of belting in general and importations had been steadily increasing for many years prior to 1914. From that year onwards the leather and cotton requirements of the allied countries interfered to a large extent with the free importation of belting and importers have experienced considerable difficulty in obtaining supplies; this condition seems to have applied more to leather than to cotton or hair belting, supplies of which have come forward somewhat more freely. At the same time, however, the local consumption of belting has further increased as a result of the rapid expansion of certain manufacturing industries to meet war conditions. The shortage thus created has been made good to a certain extent by the local factories of leather belting, of which there are now thirteen in the country, but stocks in general have been very low and prices high.

Most of the industries requiring belting are located in or around the city of Buenos Aires. The largest flour mills, shoe factories, foundries and workshops, clothing factories, and textile factories are situated in the capital itself, whilst the sugar refineries of Tucuman, the quebracho factories, saw-mills and other factories established in the country districts are accustomed to order their supplies from Buenos Aires machinery importing houses. Small belting for threshers and agricultural machinery is stocked by the importers of the machines and agricultural machinery houses in general.

COUNTRIES SUPPLYING DEMAND.

Before the war more than half of the Republic's requirements in leather belting was supplied by Great Britain. One-quarter came from Germany, whilst the United States and France supplied about 10 per cent each. During the first two years of the war larger quantities were received from the United States, but supplies from this quarter, as from all other sources, during the past two years have been almost entirely suspended. It is not easy to determine the exact quantity of belting being made locally as the demand for the local article depends largely upon the prices and scarcity or otherwise of imported belting.

The trade in balata belting for many years has been almost a monopoly for English manufacturers but war conditions have allowed American manufacturers an entry into the market, and more than half of the substantial quantities now being imported are coming from the United States. German belting has, of course, entirely disappeared.

METHODS OF MARKETING.

It is known that from twenty to twenty-five foreign manufacturers of belting are doing business in Argentina, including nine British, five American, one Dutch and one French manufacturer, and there may be a few, but not many, other manufacturers interested. Of this number, five have placed their Argentine business in the hands of the manufacturers' agents or commission houses and the others have made arrangements with machinery supply importing houses. These machinery supply importing houses clear the goods through the custom-house and take them into stock for direct sale to consumers; the manufacturers' agents, on the other hand, whilst perhaps carrying small stock for repair purposes, etc., usually sell at f.o.b. prices to retail stores or to those large industrial concerns who prefer to do their own importing and customs clearing business. There are also a certain number of machinery supply houses who have no arrangements with manufacturers of belting but who purchase supplies abroad through the medium of their American or European buying houses.

Lists of foreign belting manufacturers doing business in Argentina and of Argentine importers may be had on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

CLASS OF BELTING REQUIRED.

Inquiries made amongst importers as to the kind of belting demanded coincide in allotting 60 per cent of the demand to leather belting, 30 per cent to balata and 10 per cent to hair beltings. According to the statistics of imports, however, the quantities of balata imported during recent years have been much larger than those of leather belting, but the apparent discrepancy is accounted for to a certain extent by the output of the local leather-belting factories and the fact that balata belting cannot be made in the country. It is also true that the representative of an English manufacturer of belting commenced to promote the sale of balata just at the moment when supplies of leather from abroad began to fail, and much has been done in the way of propaganda to create a demand for it. Some importers claim that balata is more satisfactory. Other importers, however, state that balata belting is sold on price only and that the tendency after the war will be towards a more general use of leather.

Whatever kind of belting is used, however, only the best quality is wanted. It is said that a large importer brought down considerable quantities of second-quality balata belting some three years ago, but found the goods so difficult to sell that he was compelled to liquidate them at unprofitable prices.

PROSPECTS FOR FUTURE TRADE.

Prospects for future business in imported belting have been summed up as being "good, but not too good nor too sure." Local stocks are exceedingly low and will certainly have to be replenished but doubts are entertained as to effects which the return of peace conditions will exercise on the numerous local industries which have developed and flourished on the strength of war contracts and because of the scarcity of imported articles. Woollen cloth, blankets, saddlery, boots and shoes, glassware, dairy and packing-house products, quebracho extract, etc., are commodities which have been manufactured on an enormously increased scale and it is now thought that many of the factories will be unable to meet the competition of the imported articles which may be expected to arrive shortly. The original local manufacturing industries, however, will continue to exist and some of those born of war conditions, such as wool-washing, may be expected to survive the arrival of peace.

TRADE MARKS.

As to question of trade marks there does not appear to be any uniformity of practice. Three or four of the large machinery supply houses use their own registered mark. Two or three of the manufacturers' representatives sell the goods and advertise them under the manufacturer's registered trade marks, but the majority of importers appear to attach but little importance to the name or mark of the maker. It is to be recommended, however, that a manufacturer contemplating doing business in Argentina should have his mark inscribed in the Argentine register of trade marks, more especially if it is intended to build up a business on the basis of quality rather than on price.

CUSTOMS DUTIES.

Duties on belting are calculated on the gross weight of the package. The official value of balata, camel hair, cotton and other belting, is 60 cents per kilogramme, and duty is levied at the rate of 32 per cent of this value. The value of leather belting is fixed at \$2 per kilogramme and duty is payable at the rate of 32 per cent of this fixed valuation. The customs regulations relating to this class of goods state that the belting shall be weighed together with its immediate container or wrapper. Nowadays exporters are usually asked for prices f.o.b. New York, or, on rare occasions, c.i.f. Buenos Aires, so that the question of customs duties and charges is one which does not directly concern the exporter, except in so far as the methods of packing employed affects the duties payable by the importer.

PACKING.

In normal times both balata and leather belting arrives packed in boxes, but crates and burlap have been employed during recent years. It comes in rolls of from 200 to 300 feet for medium sizes, say, up to 6-inch widths. One importer states that he asks the manufacturer to wrap his belting in paper before boxing, crating or baling, in order to avoid payment of duties on the box or other exterior containers. Other importers, however, seem to be indifferent to the small saving in duties thus obtainable; shippers should, whenever possible, secure explicit instructions regarding packing and marking.

IMPORTATION OF LEATHER AND BELTING.

The most recent customs statistics covering the importation of leather belting are reproduced here:—

Imports of Leather Belting by Countries.

Countries.	1912. Kilos.	1913. Kilos.	1914. Kilos.	1915. Kilos.
Austria-Hungary.. . . .	2,140	2,537	50	4
Australia . . . . .	.....	365	.....	—
Belgium.. . . .	1,123	3,894	1,624	—
Chile.. . . .	12	123	.....	—
Canada . . . . .	.....	.....	.....	411
Denmark.. . . .	.....	15	.....	—
France.. . . .	4,078	4,068	4,386	943
Germany.. . . .	31,931	38,709	16,449	1,735
Holland.. . . .	362	.....	.....	359
Italy.. . . .	1,556	1,798	33	134
Spain.. . . .	1,856	3,693	645	—
Switzerland	36	.....	.....	—
United Kingdom.. . . .	89,757	88,184	42,966	24,651
United States.. . . .	6,317	10,806	3,868	21,789
Uruguay.. . . .	.....	.....	147	—
Sweden.. . . .	.....	.....	.....	37
	139,168	154,192	70,168	50,063

The total importation in 1916 was 159,526 kilogrammes, in 1917, 13,685 kilogrammes, and for the first three months of 1918, 1,785 kilogrammes.

QUALITY OF LEATHER BELTING.

The market demands the best quality obtainable; primarily because consumers usually call for it. The Argentine importer also considers that he can afford to buy superior belting in preference to cheaper kinds because the additional cost to him, represented by freight charges, duties, landing and warehousing charges, clearing, etc., is equally high in either case; the inclusion of these uniformly heavy importing charges in the landed cost has the effect of minimising any difference which might have existed in original factory prices.

British-made leather belting seems to be generally considered best value for money. It is not suggested that American belting of equal quality cannot be obtained, but it is said that by the time the quality reaches the standard of best British belting the price becomes too high. British belting imported into Argentina is usually oak tanned, only a small percentage being orange, or chrome tanned. So far as can be ascertained there are no climatic or other conditions peculiar to Argentina which call for the attention of manufacturers or exporters.

SIZES AND PRICES OF LEATHER BELTING.

The following sizes are stocked in single belting: 1-inch, 1 $\frac{1}{4}$ -inch, 1 $\frac{1}{2}$ -inch, 1 $\frac{3}{4}$ -inch, 2-inch, 2 $\frac{1}{4}$ -inch, 2 $\frac{1}{2}$ -inch, 2 $\frac{3}{4}$ -inch, 3-inch, 4-inch, 4 $\frac{1}{2}$ -inch, 5-inch, 6-inch, 7-inch and 8-inch. In double belting: 4-inch, 5-inch, 6-inch, 8-inch, 10-inch, 12-inch, and, sometimes, 14-inch and 16-inch are stocked.

A comparative table showing prices of three qualities of locally-made and one grade of imported English belting is appended.

Width in Inches.	Locally-made per Metre Length. \$ Gold.	Imitation English per Metre Length.		Special Leather per Metre Length. \$ Gold.	English Imported per Metre Length. \$ Gold.
		Light Colour. \$ Gold.	Dark Colour. \$ Gold.		
1.	0.34	0.41	0.46	0.58	0.69
1 $\frac{1}{4}$	0.42	0.51	0.58	0.72	0.89
1 $\frac{1}{2}$	0.51	0.61	0.69	0.87	1.10
1 $\frac{3}{4}$	0.59	0.72	0.81	1.02	1.32
2.	0.67	0.82	0.92	1.16	1.53
2 $\frac{1}{4}$	0.76	0.92	1.04	1.42	1.70
2 $\frac{1}{2}$	0.85	1.02	1.15	1.58	1.91
2 $\frac{3}{4}$	0.93	1.13	1.27	1.74	2.12
3.	1.02	1.23	1.38	1.89	2.38
3 $\frac{1}{4}$	1.10	1.43	1.59	2.05	2.68
3 $\frac{1}{2}$	1.19	1.54	1.71	2.21	3.14
3 $\frac{3}{4}$	1.27	1.65	1.83	2.55	—
4.	1.36	1.76	1.96	2.72	3.65
4 $\frac{1}{4}$. . . . .	....	1.86	2.08	2.89	3.86
4 $\frac{1}{2}$. . . . .	....	1.98	2.20	3.06	4.12
4 $\frac{3}{4}$. . . . .	....	2.09	2.32	3.23	4.34
5. . . . .	....	2.20	2.45	3.40	4.59
5 $\frac{1}{4}$. . . . .	....	2.31	2.57	3.57	—
5 $\frac{1}{2}$. . . . .	....	2.42	2.69	3.74	5.01
5 $\frac{3}{4}$. . . . .	....	2.53	2.81	3.91	—
6. . . . .	....	2.64	2.94	4.08	5.48

IMPORTATION OF BALATA BELTING.

During the three years immediately preceding the war the imports of balata belting rose from 161 tons to 352 tons per annum; since that time, of course, importation has been restricted but it has been coming forward in larger quantities than the leather. The figures corresponding to the United States are worthy of attention as indicating the degree to which the American article substituted the English during the first two years of the war.

COTTON BELTING, IMPORTS BY COUNTRIES.

Countries.	1912. Kilos.	1913. Kilos.	1914. Kilos.	1915. Kilos.
Belgium..	6,152	6,222	71	—
Canada..	536	.....	.....	—
Denmark.. . . . .	.....	.....	879	—
France..	637	1,685	3,511	1,200
Germany..	26,363	51,809	10,710	1,228
Holland..	537	.....	.....	—
Italy.. . . . .	.....	.....	316	—
Spain..	943	383	?	—
Sweden..	271	1,361	471	349
United Kingdom..	169,367	203,288	101,345	121,669
United States..	65,055	88,057	13,768	150,738
Uruguay..	68	.....	135	—
	269,929	352,805	131,206	275,184

The total for 1916 was 331,126 kilogrammes, for 1917, 139,272 kilogrammes, and for the first three months of 1918, 40,333 kilogrammes. This was distributed amongst the following countries: Belgium, Canada, Denmark, France, Germany, Holland, Italy, Spain, Sweden, United Kingdom, United States, Uruguay.

SIZES AND PRICES OF BALATA BELTING.

The sizes most used are from 2-inch to 6-inch, but a full line of widths is usually stocked. An average length for a roll of medium width belting would be from 300 to 500 feet.

The following prices are quoted by a machinery house purchasing supplies in the United States:—

	\$ Gold per Metre.
2"	0.90
2½"	1.10
3"	1.40
3½"	1.65
4"	2.35

less 10/15 per cent.

* The retail prices of a large importer of English balata belting are at present as follows:—

Width in inches.	\$ gold per metre.				
	3-ply.	4-ply.	5-ply.	6-ply.	7-ply.
1.	0.36	.....	.....	.....	—
1½	0.46	.....	.....	.....	—
1¾	0.54	.....	.....	.....	—
1½	0.64	.....	.....	.....	—
2.	0.73	.....	.....	.....	—
2½	0.81	.....	.....	.....	—
2¾	0.94	.....	.....	.....	—
2¾	1.07	.....	.....	.....	—
3.	1.20	1.50	.....	.....	—
3½	1.29	1.60	.....	.....	—
3¾	1.37	1.75	.....	.....	—
4.	1.60	2.10	.....	.....	—
4½ . . . . .	.....	2.30	3.05	.....	—
5. . . . .	.....	2.70	3.40	.....	—
6. . . . .	.....	.....	4.05	5.10	—
6½ . . . . .	.....	.....	4.40	5.55	—
7. . . . .	.....	.....	4.90	6.00	—
8. . . . .	.....	.....	.....	7.05	—
10. . . . .	.....	.....	.....	8.80	—
12. . . . .	.....	.....	.....	9.05	—
14. . . . .	.....	.....	.....	10.71	12.97
16. . . . .	.....	.....	.....	12.19	13.92

LOCAL FACTORIES.

From forty to sixty per cent of the total consumption of leather belting is made in local factories, the quantities sold being governed by the price of the imported article. The price of locally-made belting is generally less than half that of the imported but the quality is neither regular nor dependable. The best hides come from the province of Salta, but in all cases the tanning is very carelessly done. Local manufacturers of belting state that it is not possible to secure properly tanned hides in Argentina. Certain small quantities of canvas belting are also made in the Republic but no balata. It has been ascertained that there are now thirteen factories making leather belting, some of which are small concerns taking advantage of the present high price of imported leather belting. The majority of Argentine consumers, however, will not purchase locally-made belting if imported goods can be secured at reasonable prices.

The following are the prices at which some additional classes of locally-made belting are being sold:—

Belting for headers and binders—	
1½"	\$0.21 gold per metre.
1¾"	0.25 " "
1¾"	0.30 " "
2"	0.34 " "
Round belting—	
Diameter.	
4 mm.	\$0.06 gold per metre.
5 "	0.08 " "
6 "	0.11 " "
7 "	0.15 " "
8 "	0.19 " "
Twisted belting—	
Diameter.	
1½"	\$0.21 gold per metre.
1¾"	0.28 " "
2"	0.34 " "

THRESHING RICE IN JAPAN.

In a letter received from Mr. A. E. Bryan, Canadian Trade Commissioner in Yokohama, Japan, he states that there is no opening for Canadian labour-saving agricultural machinery in connection with the harvesting of rice in Japan owing to the cheapness of labour. Mr. Bryan sends a photograph showing a Japanese man and woman threshing rice. This illustration is shown on the title page of the *Weekly Bulletin* of this week. Mr. Bryan says: "Rice is usually threshed right on the side of the rice field. A few straw mats are put down and the first operation is as seen in the photograph. The rice is pulled through sorting teeth made of bamboo, or steel strips, which take the heads off the straw."

FINLAND'S EXPORTS AND IMPORTS.

(Consul Thornwell Haynes, Helsingfors, October 9, in *United States Commerce Reports*.)

During the first three months of 1918 Finland's imports reached a value of \$20,265,000. The imports of foodstuffs mostly smoked and salted meats, amounted to 1,824 tons; those of cereals, potatoes, coffee, sugar, and raw materials was insignificant and there is no prospect of an immediate increase. Exports during the same period were valued at \$4,825,000.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics, Ottawa.

Week ending January 17, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,446,386	133,146	275,489	1,022	1,856,043
Consolidated Elevator Co.	1,357,050	40,742	84,845	7,270	1,489,907
Empire Elevator Co.	1,081,331	138,242	109,968	48,807	1,378,348
Ogilvie Flour Mills Co.	1,107,122	69,493	240,285		1,416,900
Western Terminal Elevator Co.	1,558,855	44,420	39,833	77,954	1,721,062
G.T. Pacific	3,116,334	372,161	249,886	66,727	3,805,108
Grain Growers' Grain Co.	1,148,539	450,718	456,136		2,049,393
Fort William Elevator Co.	670,201	255,408	128,161	23,937	1,077,707
Eastern Terminal Elevator Co.	992,124	109,515	138,014		1,239,653
Northwestern Elevator Co.	731,841				731,841
Port Arthur—					
Port Arthur Elevator Co.	3,330,747	699,186	959,957	1,298	4,991,188
Richardson's	56,454	9,161	7,412	2,935	75,962
Canadian Government Elevator.	726,634	158,816	138,792	117,691	1,141,933
Can. Govt., for account of Imperial Government.				5,622	5,622
Thunder Bay	865,589	180,972	162,185	35,383	1,244,129
Davidson & Smith	65,488	183,554	132,125		381,167
Sask. Co-operative Elevator Co.	1,637,449	186,210	117,714	112,548	2,053,921
Total Terminal Elevators.	19,892,144	3,031,744	3,234,802	501,194	26,659,884
Saskatoon Can. Govt. Elevator.	617,156	838,308	97,968	790	1,554,222
Moosejaw Can. Govt. Elevator.	1,133,038	612,676	60,551	*1,763	1,808,690
Calgary Can. Govt. Elevator.	1,195,415	854,530	150,062	662	2,223,845
Vancouver Can. Govt. Elevator	276,121	179,274	6,430	*21,995	461,825
Total Interior Terminal Elevators.	3,221,730	2,484,788	315,011	*23,758	6,048,582
Depot Harbour.	487,037			3,295	487,037
Midland—					
Aberdeen Elevator Co.	444,760				444,760
Midland Elevator Co.	1,524,874	3,300		*106,373	1,634,547
Tiffin, G.T.P.	1,865,769				1,865,769
Port McNicol.	3,453,753	1,045	111,974		3,566,772
Collingwood.	146,098				146,098
Goderich—					
Elevator & Transit Co.	876,851				876,851
Western Canada Flour Mills Co., Ltd.	540,694				540,694
Elevator & Transit Co.—Grain afloat.	540,893				540,893
Kingston—					
Montreal Transportation Co.					
Commercial Elevator Co.		28,443	1,375		29,818
Port Colborne Dom. Govt. Elevator.	1,986,930				1,986,930
" Maple Leaf Milling Co., Ltd.	1,291,041				1,291,041
Prescott.					
Montreal—					
Harbour Commissioners No. 1.	2,372,199	58,592	231,899	14,776	2,677,466
" " No. 2.	304,216	650,068	204,207		1,158,491
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners.	21,182	247,684	748	1,419	271,033
West St. John, N.B.	706,535	15,520	37,302		759,397
Halifax, N.S.	158,501				158,501
Total Public Elevators.	17,871,486	1,004,652	587,505	*106,373	19,586,211
Total quantity in store.	40,985,360	6,521,184	4,137,818	*130,131	52,294,677
				†1,419	
				519,265	

* Rye. † Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended January 17, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		35,857	171,244		207,101
No. 1 Northern		6,796,450	2,186,694	8,335,621	17,318,765
No. 2 "		3,028,987	278,940	2,994,554	6,302,481
No. 3 "		3,219,765	189,483	2,498,142	5,907,390
No. 4 Wheat		2,636,219	77,303	2,093,307	4,806,829
No. 5 "		1,448,770	23,247	651,305	2,123,322
No. 6 "		1,614,985	4,249	276,558	1,895,792
Other		1,111,111	100,438	1,021,999	2,233,548
Australian			190,132		190,132
Totals		19,892,144	3,221,730	17,871,486	40,985,360
Oats—					
No. 1 C. W.		3,611	5,292		8,903
No. 2 "		293,060	545,452	67,948	906,460
No. 3 "		544,205	402,266	29,672	976,143
Ex. No. 1 Feed		345,509	354,093	152,537	852,139
No. 1 Feed		370,216	512,967	161,085	1,044,268
No. 2 "		901,039	540,242	86,440	1,527,720
Other		574,104	124,476	506,970	1,205,550
Totals		3,031,744	2,484,788	1,004,652	6,521,184
Barley—					
No. 3 extra C. W.		1,139			1,139
No. 3 C. W.		1,287,877	114,069	145,324	1,547,270
No. 4 "		1,129,291	101,886	161,845	1,393,022
Feed		259,869	16,942	22,067	298,878
Rejected		323,178	35,941	118,626	476,845
Other		235,448	47,073	139,643	420,164
Totals		3,234,802	315,011	587,505	4,137,318
Flax—					
No. 1 Northwestern Canada	1,481	294,257	2,486		298,224
No. 2 C. W.	798	135,134	406		136,338
No. 3 "	3,067	58,016	164		61,247
Rejected			29		29
For Imperial Govt.			156		156
Other	276	8,165	54	14,776	23,271
Totals	5,622	495,572	3,295	14,776	519,265
Corn			*23,758	1,419	25,177
				*106,373	*106,373
Total quantity in store		26,659,884	6,048,582	19,586,211	52,294,677

*Rye

POST-WAR PREPARATION IN SPAIN.

(Consul General C. B. Hurst, Barcelona, November 10, in United States Commerce Reports.)

A commission of Spanish engineers has been appointed by royal order to study the actual state and probable development of the metallurgical industries in the Republics of South America. The object of this commission includes an investigation of the possibilities of Spanish commercial expansion, the markets for Spanish metallurgical products and the procuring of needed raw materials. The creation of this commission is regarded in Spain as necessary to domestic economy, in preparation for the time when peace shall have put commerce on a normal footing.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on January 17, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>January, 17, 1919—</i>			
Terminal elevators.....	19,892,144	6,767,740	26,659,884
Interior terminals.....	3,221,730	2,826,852	6,048,582
Public elevators in the East.....	17,330,593	1,714,725	19,045,318
Public elevators Grain afloat.....	540,893	—	540,893
Total.....	40,985,360	11,309,317	52,294,677
<i>January, 18, 1918—</i>			
Terminal elevators.....	6,126,072	6,111,902	12,237,974
Interior terminals.....	308,131	1,971,621	2,279,752
Public elevators in the East.....	11,295,153	2,534,291	13,829,444
Afloat.....	2,691,868	—	2,691,868
Total.....	20,421,224	10,617,814	31,039,038
<i>January 19, 1917—</i>			
Terminal elevators.....	21,290,255	13,995,760	35,286,015
Interior terminals.....	3,217,907	1,238,215	4,456,122
Public elevators in the East.....	5,209,282	9,461,210	14,670,492
Afloat.....	89,245	101,331	190,576
Total.....	29,806,689	24,796,516	54,603,205
<i>January 21, 1916—</i>			
Terminal elevators.....	21,676,745	9,996,486	31,673,231
Grain Afloat.....	1,447,386	824,060	2,271,446
Interior terminals.....	1,558,391	295,854	1,854,245
Public elevators in the East.....	7,368,041	4,846,144	12,214,185
Afloat.....	137,869	—	137,869
Total.....	32,188,432	15,962,544	48,159,976
<i>January 21, 1915—</i>			
Terminal elevators.....	5,132,926	2,884,288	8,017,214
Grain Afloat.....	283,132	—	283,132
Interior terminals.....	1,774,803	976,690	2,751,493
Public elevators in the East.....	5,947,181	4,396,706	10,343,887
Afloat.....	254,227	37,215	291,442
Total.....	13,392,269	8,294,889	21,687,158
<i>January 22, 1914—</i>			
Terminal elevators.....	10,532,061	7,862,961	18,395,022
Grain Afloat.....	4,006,037	3,238,053	7,244,090
Public elevators in the East.....	6,260,288	3,679,277	9,939,565
Grain afloat.....	110,719	—	110,719
Total.....	20,909,105	14,780,291	35,689,396

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended January 17, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			72,040	72,040
C.P.R., West St. John, N.B.	18,185	428,289		446,474
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	23,837	85,074		108,911
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,516	94,787		859,303
Quebec Harbour Commissioners, Quebec	42,649	5,812		48,461
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,104,098			1,104,098
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	129,484	579,463
Halifax, N.S., C.G.R.	7,491			7,491
Port McNicol, C.P.R.		764,526		764,526
Goderich Elevator & Transit Co.				—
Kingston, Montreal Transportation Co.				—
Midland Elevator Co., Midland, Ont.		664,200		664,200
Can. Port Ry. Elevator, St. John, N.B.	8,313	52,775		61,088
Total.	2,385,526	2,129,274	201,524	4,716,324

HARBOUR EXTENSION AT MORORAN, JAPAN.

The construction of harbour accommodation at Mororan, Japan, has been pending for some years, but, according to the *Yokohama Chamber of Commerce Journal*, the work (which is intended to provide a good intermediate port between America and Northern Asia), is shortly to begin.

IMPORT LICENSES INTO BELGIUM.

January 8, 1919.—The United States War Trade Board publishes the following information in regard to import licenses into Belgium which will be of interest to Canadian firms seeking Belgian business:—

Licenses for the importation of foodstuffs, clothing, textiles, and tobacco are issued by the Ministry of Industry, Labour and Revictualling, of Belgium.

Licenses for the importation of all other commodities are issued by the Minister of Economic Affairs, of Belgium.

When the consignees are Belgians, applications for import licenses will only be received after a favourable recommendation of the Belgian Chamber of Commerce of their district.

When the consignees are foreigners, they should make their applications for import licenses to their respective legations at Brussels, who will present same to the competent Belgian Ministry.

The Commission for Relief in Belgium state that they have been informed that Belgian import licenses are no longer required for the following foodstuffs: Fish, fresh, dried, salt, and preserved; oysters, mussels, shrimps, and other shellfish; fresh vegetables, fruits, fresh and dried; milk; butter; margarine; cheese; eggs; edible oils; edible fats; meat, fresh, salted, smoked, preserved, and frozen; coffee; rice; alimentary pastes; spices; condiments; soap.

CANADIAN GRAIN STATISTICS.—Continued.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of December, 1918.	Four Months December, 1918.	Four Months December, 1917.
	No.	No.	No.
Wheat, Spring—			
One Hard.....	91	546	1,016
One Hard White Fife.....			
One Man. Northern.....	6,064	33,092	49,009
Two Man. Northern.....	3,202	12,476	18,018
Three Man. Northern.....	3,095	10,750	10,406
Number Four.....	2,313	7,018	3,612
" Five.....	1,316	3,512	1,868
" Six.....	834	2,061	1,340
Feed.....	201	476	402
Smutty.....	145	423	295
No Grade.....	773	2,664	1,934
Rejected.....	226	1,354	2,312
Condemned.....	15	17	12
No Established Grade.....	2	6	39
No. 1.....	12	92	
No. 2.....	16	32	
No. 3.....	2	6	
No. 1 Goose.....	1	27	2
No. 2 ".....		1	
No. 4, 5, 6 Special.....			12
Total Spring Wheat..... { Cars.....	18,308	74,553	90,277
{ Bushels.....	22,885,000	93,191,250	103,818,550
Wheat, Winter—			
One A. R. W.....	2	7	55
Two A. R. W.....	8	12	47
Three A. R. W.....	2	2	8
Four R. W.....			
Five Winter.....			1
One White Winter.....			
Two ".....			2
Three ".....			
Four ".....			
One Mixed Winter.....			
Two ".....			
Three ".....			
Four White Winter.....			
No Grade.....			
Rejected.....			
Smutty White Winter.....			
Total Winter Wheat..... { Cars.....	12	21	113
{ Bushels.....	15,000	26,250	129,950
Total Wheat..... { Cars.....	18,320	74,574	90,390
{ Bushels.....	22,900,000	93,217,500	103,948,500
Oats—			
Extra No. 1 C.W.....			
Number One Canadian Western.....	2	6	22
" Two.....	292	848	1,484
" Three.....	342	1,047	974
Extra Number One Feed.....	354	750	2,320
Number One Feed.....	469	1,109	2,921
" Two ".....	475	1,415	2,286
Rejected.....	87	272	866
No Grade.....	357	697	1,332
Condemned.....		4	
Mixed Grain.....	50	191	228
Mixed Grain No. 2.....			
Total Oats..... { Cars.....	2,428	6,339	12,440
{ Bushels.....	5,698,800	13,311,900	24,268,000

CANADIAN GRAIN STATISTICS.—*Continued.*

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

		Month of December, 1918.	Three Months ended December, 1918	Three Months ended December, 1917.
		No.	No.	No.
Barley—				
Number Three Extra C.W.			2	18
" Three C.W.	374	1,862		1,129
" Four C.W.	291	1,062		1,586
Rejected	120	437		417
No Grade	270	590		500
Condemned				498
Smutty				
Feed	86	299		
Total Barley	{ Cars Bushels	1,141 1,540,350	4,253 5,741,550	4,148 5,392,400
Flaxseed—				
Number One N. W. Canada	364	998		1,978
" 2 C. W.	103	245		270
" 3 C. W.	43	88		40
Rejected	3	8		5
No Grade	14	24		73
Condemned	1	1		
Total Flaxseed	{ Cars Bushels	528 528,000	1,364 1,364,000	2,366 2,602,600
Rye	{ Cars Bushels	180 198,000	716 787,600	298 298,000
Screenings	{ Cars Bushels	106 106,000	300 300,000	430 430,000
<i>Recapitulation.</i>				
Grain—				
Wheat	{ Cars Bush	18,320 22,900,000	74,574 93,217,500	90,390 103,948,500
Oats	{ Cars Bush	2,428 5,098,800	6,339 13,311,900	12,440 24,268,000
Barley	{ Cars Bush	1,141 1,540,350	4,253 5,741,550	4,148 5,392,400
Flaxseed	{ Cars Bush	528 528,000	1,364 1,364,000	2,366 2,602,600
Rye	{ Cars Bush	180 198,000	716 787,600	298 298,000
Screenings	{ Cars Bush	106 106,000	300 300,000	430 430,000
Total grain	{ Cars Bush	22,703 0,371,150	87,546 114,722,550	110,072 136,939,500
Canadian Pacific Railway, Winnipeg and other points		11,826	48,491	63,801
Canadian Northern Railway		7,227	27,334	29,083
Great Northern Railway, Duluth		125	677	16,623
Grand Trunk Pacific		3,525	11,044	565
Total		22,703	87,546	109,072

**RECAPITULATION—COMPARATIVE FIGURES FOR THREE MONTHS ENDING
DECEMBER 31, 1918.**

	Total Number of Cars.
1901-2.....	30,458
1902-3.....	29,320
1903-4.....	23,551
1904-5.....	25,572
1905-6.....	39,261
1906-7.....	34,855
1907-8.....	35,827
1908-9.....	39,816
1909-10.....	69,748
1910-11.....	59,124
1911-12.....	83,001
1912-13.....	100,849
1913-14.....	140,393
1914-15.....	76,254
1915-16.....	184,673
1916-17.....	112,143
1917-18.....	110,072
1918-19.....	87,546

BRAZIL'S REQUIREMENTS IN PLOUGHS.

(Sao Paulo Chamber of Commerce Pamphlet.)

The United States is far away ahead of any other nation as a supplier to Brazil, not only of ploughs but also of most other agricultural implements, chiefly because they supply a good article at very reduced price—far cheaper, in fact, than that which Great Britain supplies. The British-made plough is much too highly finished, is too heavy and too good. The cheap type of American plough is, in fact, sold for half the price of any British plough. British manufacturers who are contemplating the introduction of their ploughs to the Brazilian market after the war should first make a thorough study of the local requirements of the market and then undertake an energetic selling campaign through the medium of suitable local importing houses and representatives, with whom, by the way, the British Chamber of Commerce of Sao Paulo, will be only too willing to put those interested into touch.

EXPORTS FROM GRENADA.

Messrs. Jonas Browne and Son, 37 Mincing Lane, London, E.C. 3; furnishes to the *London Chamber of Commerce Journal* the following figures of the exports from Grenada and the Grenadines of the last five crop years (October 1 to September 30). In 1917-18 the exports were as follows, the figures in brackets being those for the previous year: Cocoa, 68,240 (78,852) bags; spice, 16,388 (10,439) packages; cotton, 1,730 (930) bales; cotton-seed, 3,953 (4,450) bags. In 1917-18, 43,801 bags of cocoa and 6,828 packages of spice were shipped to North America and 3,938 bags of cotton-seed to Barbados, the remainder going to Europe.

BRAZILIAN BEAN CROP.

(London Chamber of Commerce Journal.)

Estimates obtained by the Minister of Agriculture indicates that the crop of beans in Brazil during the present year will reach 350,000 tons, of which the state of Sao Paulo will contribute more than 50 per cent, or about 180,000 tons. Minas Geraes

will be the second largest producer, with 81,000 tons, and Rio Grande do Sul's crop is estimated at 60,000 tons. With such a plentiful crop as this it will be an easy matter to continue exportation on a large scale with large profits owing to the present high prices prevailing. Brazil imported beans in large quantities before the war, but domestic production now meets the demands of the country and leaves a large exportable surplus.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

130. **Dowels.**—A London firm, specializing in the sale of dowels, would be glad to make arrangements for obtaining regular supplies from Canada, and invites correspondence from actual manufacturers in a position to undertake the business. Specification on file at the Department.

131. **Canned goods, apples, etc.**—An important London company would be glad to negotiate with Canadian packers of canned goods of all kinds and shippers of apples and other raw fruits, with a view to trade in the United Kingdom and also on the continent of Europe.

132. **Cereals, dried fruit, canned fruit and fish.**—A Yorkshire produce company desires the addresses of Canadian exporters of cereals, dried fruit, canned fruit and fish.

133. **Flour, canned goods and salted fish.**—A firm of general merchants and manufacturers' agent in Malta wish to secure the sale agency of Canadian producers of wheat flour, canned fruits, and fish and dry salted fish.

134. **Plumbers' and engineers' fittings.**—A Liverpool firm are interested in importing the above as soon as conditions permit.

135. **Strawboards and leatherboards.**—A Newcastle firm are interested in importing the above in carload lots as soon as conditions permit.

136. **Wood squares.**—A Sunderland firm would like to receive offers of wood squares in basswoods, pine, spruce or maple with a view to business as soon as conditions permit. Specifications may be obtained when received from the Department of Trade and Commerce, Ottawa.

137. **Strawboards and pulpboards.**—A Hull firm are prepared to place orders in ten to fifteen-ton lots for strawboards and in five to 10-ton lots for pulpboards as soon as conditions permit.

138. **Leather.**—A Leeds firm would like to receive offers of the above as soon as conditions permit.

139. **Paper and cardboard.**—A Leeds firm would like to receive offers on the above with samples as soon as conditions permit.

140. **Oatmeal and rolled oats.**—A Hull firm will be in the market for the above in 25-ton lots as soon as conditions permit.

141. **Hardwood floorings, strips and blocks.**—A Hull firm would like to hear from shippers of the above with a view to business as soon as conditions permit.

142. **Strawboard.**—A Bradford firm wish to receive offers and samples of the above with a view to business as soon as conditions permit.

143. **Evaporated milk.**—A Hull firm ask to be placed in touch with exporters of the above with a view to business as soon as conditions permit.

144. **Wire rods.**—A Warrington firm using 500 tons of the above, monthly, ask to be placed in touch with exporters with a view to business as soon as conditions permit.

145. **Wire rods.**—A Warrington firm who use 5,000 of the above annually would be pleased to receive Canadian offers, with a view to business as soon as conditions permit.

146. **Bran and middlings.**—A Hull firm are prepared to import large quantities of the above as soon as conditions permit.

147. **Wire nails, locks, hinges and general ironmongery.**—A Liverpool firm would like to be placed in touch with exporters of the above with a view to business as soon as conditions permit.

148. **Wire nails.**—A Liverpool firm would like to be placed in touch with exporters of the above with a view to business as soon as conditions permit.

149. **Canned fruits and fish.**—A Liverpool firm of brokers wish to form connections with Canadian exporters of the above.

150. **Three-ply wood.**—A Glasgow firm are in the market for several cartloads of beech or ash 3-ply wood, 3-, 4- and 5-inch thick, with a view to business as soon as conditions permit.

151. **Fir, spruce, white and yellow pine, planed boards.**—A Glasgow firm is in the market for the above; 1-inch to 1½-inch thick in quantities up to £2,000 value with a view to business as soon as conditions permit.

152. **Flour.**—A Glasgow firm, nominally distributing up to 3,000 sacks of the above a day, wish to get into touch with exporters with a view to business as soon as conditions permit.

153. **Butter.**—A Glasgow firm, who have been much impressed with the quality of Canadian butter handled in pre-war years, wish to open up connections, preferably with large creameries, with a view to business as soon as conditions permit.

154. **Canned salmon.**—A Glasgow firm wish to hear from exporters of full red canned salmon, with a view to business as soon as conditions permit.

155. **Canned meats.**—A Glasgow firm will be in the market for the above and especially for canned veal, as soon as conditions permit.

156. **Gallon apples and other canned fruits, and apple rings.**—A Glasgow firm who distribute canned apples largely to the baker trade wish to hear from exporters of the above. They are also interested in apple rings.

157. **Flaxseed.**—A Belfast firm wish to be placed in communication with exporters of fibre flaxseed for sowing purposes and also of ordinary flaxseed for feeding, with a view to business as soon as conditions permit.

158. **Timber.**—A Glasgow firm wish to hear from Canadian exporters of maple logs, rock elm logs, Douglas fir in planks, soft elm boards, with a view to business as soon as conditions permit.

159. **Roll top desks and office chairs.**—A Glasgow importer wishes to get into touch with exporters of the above, knocked down, with a view to business as soon as conditions permit.

160. **Gold foil.**—A Glasgow importer makes inquiry for the above.

161. **Celluloid.**—A Glasgow importer asks whether the above can be supplied from Canada. Large quantities have been imported from the United States.

162. **Druggists' sundries.**—A Glasgow importer asks to be placed in communication with exporters of the above.

163. **Gallon apples.**—A Glasgow firm make inquiry for the above.

164. **Sugar corn.**—A Glasgow firm wish to procure supplies of the above as soon as conditions permit.

165. **Maple sugar.**—A Glasgow firm wish to get into communication with exporters of the above with a view to business as soon as conditions permit.

166. **Rubber footwear.**—A Glasgow firm ask to be introduced to manufacturers of the above with a view to business as soon as conditions permit.

167. **Butter.**—A Leith firm wish to get into communication with exporters of the above with a view to business as soon as conditions permit.

168. **Cheese.**—A Leith firm wish to get in touch with exporters of cheese for direct dealing as soon as conditions permit.

169. **Calcutta commercial agency.**—A Canadian business man who was employed for five years in a large wholesale importing house in Calcutta, India, proposes to leave Canada for India early in March and will start business there as a manufacturers' agent. He is acquainted with Calcutta, Bombay, Rangoon, Colombo, Madras, Karuchi, and Lucknow, has a colloquial knowledge of Hindustani and is able to conduct business without the need of an interpreter. Would like to get into communication with Canadian manufacturers who require representation in India.

170. **Lumber.**—A French lumber merchant who has fought through the war for four years is about to start business again and wishes to become representative in France of an important Canadian lumber firm. He was in the timber trade for seventeen years prior to the war.

171. **Agency.**—A Belgian merchant wishes to get into communication with Canadian exporters of brushes, handles, woodenware, sponges, mats, chamois-leather dusters, ropes, house-cloths, soap, blackings, etc.

172. **Agency.**—A Belgian merchant wishes to get into communication with Canadian produce manufacturers and exporters of all kinds of products.

173. **Representation in Kingston, Jamaica.**—A commission merchant in Kingston, Jamaica, would like to make arrangements with Canadian houses for representation in the following lines: Groceries, canned goods, preserved meats, pickled fish, codfish, herrings, ox tongues, oleomargarine, lard, butter, cheese, hams, bacon, raisins, currants, condiments, etc., etc.; oil products, enamel and tin ware, paints, varnishes, crude oils, greases and lubricants, leather and shoemakers' supplies, coach builders' supplies, harness oils and dressings, beekeepers' supplies, agricultural supplies, agricultural tools and implements.

174. **Box boards.**—A very important company having a number of plants in the United Kingdom wishes to secure box boards for the manufacture of cases in varying sizes. The parts are cut to accurate dimensions and are smooth sawn and are formed of two pieces tongued, grooved and glued and smoothed on one side so as to take a good impression when put through a two-coloured printing machine. Parts must be securely done up with wire in bundles of twenty-five parts, sizes as follows:—

23 $\frac{1}{4}$ by 13 $\frac{1}{2}$ by $\frac{5}{16}$ -inch.

23 $\frac{1}{4}$ by 12 by $\frac{5}{16}$ -inch.

21 $\frac{7}{8}$ by 13 $\frac{1}{2}$ by $\frac{5}{16}$ -inch.

21 $\frac{7}{8}$ by 12 by $\frac{5}{16}$ -inch.

19 $\frac{5}{8}$ by 8 by $\frac{5}{16}$ -inch.

17 by 8 $\frac{1}{2}$ by $\frac{5}{16}$ -inch.

In addition they purchase a fair quantity of boards cut to certain lengths but varying as regards widths. The width would be from 4 inches upwards in steps of $\frac{1}{2}$ inch and the sizes would be:

21 $\frac{7}{8}$ by $\frac{7}{8}$ -inch, 13 by $\frac{5}{8}$ -inch.

17 by $\frac{7}{8}$ -inch, 15 by $\frac{5}{8}$ -inch.

Any Canadian firm that can satisfy the demands of this company may get a large business.

STANDARDIZATION OF RAILWAY PLANT.

(London Chamber of Commerce Journal.)

A report has been issued by the Advisory Council of the British Ministry of Reconstruction on the standardization of railway equipment (Cd. 9193). The conclusions are:—

We think it desirable in the national interest to carry out standardization of railway plant as far as it is practicable to do so, and as immediate steps towards this end we recommend—

1. That the standardization of wheels, axles, wheel-centres, tires, running gear, draw gear, buffing gear, bogies, brakes, and under-frames be dealt with immediately by the Engineering Standards Committee, on which all interested, including private builders and makers of materials, should be represented, and that when such essential parts have been standardized the adoption of the standards should be gradually enforced.

In view of the difficulties of standardizing complete locomotives and other rolling stock under existing circumstances and of the excessive amount of dead weight now carried on British railways, we recommend—

2. That a committee be formed to investigate the existing conditions of structural gauges and clearances of the British railways and the loading and unloading arrangements at works and ports in order to ascertain how far uniformity could be introduced and tares reduced, and at what cost.

3. That the costs of construction of locomotives and rolling stock by the railway workshops and by private firms respectively be investigated and ascertained by competent independent accountants appointed by the Government.

In view of the great demand for rolling stock that there will be at the close of the war in this country and elsewhere we feel that, in order to expedite delivery and to secure production at the lowest possible cost, standardization is very necessary for the export trade. We recommend therefore—

4. That the consulting engineers and representatives of railways financed by British capital in foreign parts and in the Dominions be brought together to confer with the locomotive and wagon manufacturers in this country to determine what standardization can be effected, and that, with a view to the possibility of effecting partial international standardization, the separate committees should take cognizance of each other's investigations.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Studacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

Supplements to Weekly Bulletin:

Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.

Patent Office Record. (Monthly.)

Rules and forms of the Canadian Patent Office.

Canada and the British West Indies. (1915.)

Canada the Country of the Twentieth Century (1915). \$1.00.

Handbook for Export to South America (1915).

Trade with China and Japan. (1914.)

Export Directory of Canada (1915).

Review of Commercial Intelligence Service. (1916.)

Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)

Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)

Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)

Food Inspection Bulletins.

Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

The Canada Year Book.

Monthly Bulletin of Agricultural Statistics.

Annual Report of the Trade of Canada.

Monthly Report of the Trade of Canada.

Monthly Report of Census, Statistics, etc.

Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)

Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.

Vol. III, 1913, Manufacturers, 1911.

Vol. IV, Census of Canada.

Vol. V, Forest, Fishery, Fur, etc.

Vol. VI, Occupations.

Population and Agriculture (Prairie Provinces.) (1916.)

Postal Census of Manufacturers. (1916.)

Criminal Statistics, 1916.

Special Report on Foreign Born Population.

Report on Production of Creameries and Cheese Factories, 1915, 1916.

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FEBRUARY 3, 1919.

No. 784
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Domestic Silk Production in Japan. (See p. 203.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

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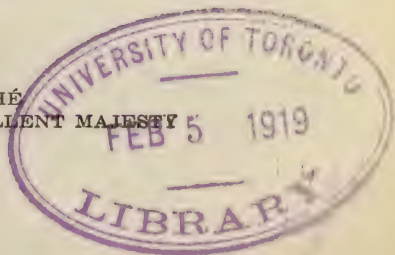


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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, February 3, 1919.

No. 784

BRITISH GOVERNMENT NOTICES AFFECTING TRADE.

(*British Board of Trade Journal.*)

Relaxation of Export Prohibitions.

The Board of Trade announce that the following relaxations of the existing prohibitions of export will be brought into force as from to-day. Further relaxations will be announced in subsequent issues of the *Journal*.

A. EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on List A are prohibited to all destinations, and goods on List B to all destinations outside the British Empire, while goods on List C are prohibited only to countries neighbouring enemy countries.*

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

[NOTE.—Attention is called to the fact that by the proclamation of the 1st October, 1918, *all goods*, whether mentioned by name or not (except printed matter and accompanied personal effects) are prohibited in List C.]

Headings Transferred from one List to another.

Heading.	From List.	To List.
Axes..	A	C
Beeswax..	A	C
Boiler tubes..	A	B
Bottles, metal, such as can be used for containing mercury.	A	C
Carborundum, alundum, crystolon, and all other artificial abrasives and manufactures thereof..	A	C
Copper manufactures, the following:—Bars, circles, plates, rods, sheets, strips, tubes, manufactured of copper or its alloys..	B	C
Hatchets..	A	C
Implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repair of arms or of war material for use on land or sea, the following:— Cordite presses; dies for cartridge cases; gauges for cartridges or shells; incorporators; lapping machines; rifling machines; wire-winding machines..	A	C
Insulating materials, the following:— Oiled insulating cloth, paper, silk and tape..	B	C
Vulcanized fibre..	B	C
Iron pipes, wrought..	A	B
Iron tubes..	A	B
Jute cordage and twine..	B	C
Jute padding..	B	C
Jute, piece-goods made wholly or partly of..	B	C

* All destinations in European and Asiatic Russia and other foreign countries in Europe and on the Mediterranean, except France and French Possessions, Italy and Italian Possessions, Belgium, Portugal, Greece, Spain and Morocco, Palestine and Syria, as far north as a line from Alexandretta to Aleppo inclusive, and as far east as the Hejaz railway inclusive, and to all ports in any such foreign countries.

Headings Transferred from one List to another.—Continued.

Heading.	From List.	To List.
Jute twist..	B	C
Jute webbing..	B	C
Lacs, not including lac dye..	A	C
Lubricants not otherwise specifically prohibited and articles and mixtures containing such lubricants..	A	C
Magnetos and component parts thereof..	B	C
Mineral jellies..	A	C
Motor spirit..	A	C
Oil fuel..	A	C
Oil fuel shale..	A	C
Osmium and its alloys and manufactures containing osmium..	B	C
Paraffin oil..	A	C
Petroleum fuel oil..	A	C
Petroleum gas oil..	A	C
Petroleum lighting oil..	A	C
Petroleum spirit and articles containing petroleum spirit..	A	C
Petroleum and its products not otherwise specifically prohibited and mixtures thereof..	A	C
Rhodium and its alloys and manufactures containing rhodium..	B	C
Ruthenium and its alloys and manufactures containing ruthenium..	B	C
†Sausage skins..	A	C
†The List A prohibition on hog casings remains unaltered.		
Steel tubes..	A	B
Tin, manufactures of not otherwise specifically prohibited..	B	C
Turpentine (oil and spirit) and articles containing tur- pentine..	A	C
Turpentine substitute and articles containing turpentine substitute..	A	C
Wood screws, made of iron or steel..	A	C
X-ray apparatus..	A	C

Chemicals.

Acetic acid..	A	C
Acetic anhydride..	A	C
Acetylsalicylic acid (aspirin) and its preparations..	A	C
Anti-tetanus serum..	A	C
Arecoline..	A	C
Buchu leaves..	A	C
Calcium carbide..	A	C
Calumba root..	A	C
Carbon disulphide..	B	C
Cascara, sagrada and its preparations..	A	C
Chlorates, metallic, other than potassium chlorate (which remains on List A)..	B	C
Culvers root..	A	C
Formic acid..	A	C
Formic aldehyde..	A	C
Hydrastis canadensis and hydrastine..	A	C
Liquorice root and juice..	A	C
Male fern rhizome..	A	C
Mannite..	A	C
Paraformaldehyde..	A	C
Podophyllum rhizome..	A	C
Rhubarb, medicinal..	B	C
Sassafras root..	A	C
Scammony root..	A	C
Senega root..	A	C
Trional..	A	C
Trioxymethylene..	A	C
Valerian rhizome..	A	C
Witch hazel bark and leaves..	A	C
Zinc oxide and mixtures containing zinc oxide..	A	C

*Headings Altered.**Delete.*

(B) Bags and sacks made wholly or partly of jute other than such bags or sacks as constitute the coverings of goods to be shipped for exportation and are allowed by the Commissioners of Customs and Excise to be shipped as such coverings.

(A) Bristles.

(B) Henbane and its preparations.

(A) Oils, fixed, all animal and vegetable and articles and mixtures containing such oils, except india-rubber substitute and oil varnish.

(A) Potash, muriate, nitrate (saltpetre), sulphate and crude manurial potash salts, and mixtures containing any of these substances.

(A) Tin, oxide of, and mixtures and preparations containing tin oxide.

(A) Zinc sulphide and mixtures containing zinc sulphide.

Substitute.

(B) Nitrate bags.

(C) Bags and sacks not otherwise prohibited.

(B) Bristles of European origin.

(C) Bristles not otherwise prohibited.

(B) Henbane.

(C) Preparations of henbane not otherwise prohibited.

(A) Oils, fixed, all animal and vegetable, including blended oils and paint oils.

(C) Articles and mixtures containing fixed oils, not otherwise specifically prohibited.

(A) Potash, muriate, sulphate and crude manurial potash salts, and mixtures containing any of these substances.

(C) Potash nitrate (saltpetre).

(A) Tin, oxide of.

(C) Mixtures and preparations containing tin oxide not otherwise prohibited.

(A) Zinc sulphide.

(C) Mixtures containing zinc sulphide not otherwise prohibited.

NOTE.—With reference to the list of chemicals notified in the *Board of Trade Journal* of the 19th December, 1918, as transferred to List C, it is to be noted that the term "catechu" is intended to apply only to the pharmaceutical product known as catechu, and not to any tanning materials.

UNITED STATES WAR MEASURES AFFECTING CANADA.

Restricted Exports—Modifications.

UNITED STATES EXPORT CONSERVATION LIST, JANUARY 16, 1919.

(Articles preceded by a star (*) do not require an individual license when shipped to Canada or Newfoundland.)

The United States War Trade Board herewith present the Export Conservation List of January 16, 1919, containing certain modifications and superseding all previous United States Export Conservation Lists. The list as amended will become effective January 16, 1919.

The notations X-2 and X-29 indicate the supplementary information forms to be used in addition to Form X when making applications for license to ship the respective commodities.

Commodities not contained in the Export Conservation List may be shipped to the United Kingdom, France, Italy, or Japan, their colonies, possessions, or protectorates, at present without individual export licenses. A special export license number RAC-63 has been issued to the Customs Division of the Treasury Department authorizing collectors of customs to allow such shipments to be exported without individual export licenses, provided each shipment is accompanied by Shipper's Export Declaration (Customs Cat. 7525—W.T.B. 105) in quadruplicate. A similar special export license, No. RAC-65, has been issued for shipments to Belgium.

Commodities not contained in the Export Conservation List (and such commodities on this list as are preceded by a star) may be shipped to Canada and Newfoundland at present without individual export licenses. The special export license RAC-8 has been issued to the Customs Division of the Treasury Department, authorizing collectors of customs to allow such shipments to be exported without individual export licenses, provided each shipment is accompanied by Shipper's Export Declaration (Customs Cat. 7525—W.T.B. 105) in quadruplicate.

The attention of shippers is called to the fact that copies of the Shipper's Export Declaration (Customs Cat. 7525—W.T.B. 105) are procurable from the Customs Division of the United States Treasury Department or from the United States customs authorities in the various cities.

*Ammunition, X-2—

*Cartridges and shells, loaded and unloaded, X-2.

*Shot, in bulk, X-2.

*Shotgun shells, X-2.

*Arms, X-2. (See also Firearms.)

Backs, fat.

Bacon.

Bagging, jute.

Bags, as follows—

Jute.

Bark, cinchona, and products.

†Barley, except seed barley.

Barley flour.

Barley meal.

Bean meal, soya.

Bean oil, soya.

†Beans, except seed beans, as follows—

Coloured (not including castor, vanilla, and like varieties of beans).

White, including lima and navy.

*Brans and middlings.

Brewers' grains, except rice.

Burlap.

Cake, cottonseed.

Cake, oil.

*Carbines, X-2.

*Cartridges and shells, loaded and unloaded, X-2.

Cheese.

Cinchona bark and products.

Cloth, burlap.

Clover seed, red.

*Coal.

Coffee.

*Coke.

Compound lard.

Condensed milk (including powdered milk, evaporated milk, and preserved milk of all kinds).

†Corn, except seed corn.

Corn flour.

†Corn (Indian samp), except seed Indian samp.

†Corn (maize), except seed maize.

Corn meal.

Cottonseed cake.

Cottonseed meal.

Cottonseed oil, hydrogenated.

Eggs.

Egg products.

Evaporated milk.

*Explosives, X-2.

Fatbacks.

Fiber, jute.

*Films, as follows—

Moving-picture films, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

*Firearms, X-2.

*Carbines, X-2.

*Pistols, X-2.

*Revolvers, X-2.

*Rifles, X-2.

*Shotguns, X-2.

Flour, as follows—

Barley.

Corn.

Rye.

Wheat.

Gold, as follows—

Manufactured, except dental, and articles containing more than 45 per cent of fine gold in value, X-29.

Grains, as follows—

†Barley, except seed barley.

Brewers', except brewers' rice.

†Corn, except seed corn.

†Oats, except seed oats.

†Rice, except seed rice and screenings.

†Rye, except seed rye.

†Wheat, except seed wheat.

Hams.

Hydrogenated cottonseed oil.

†Indian samp (corn), except seed Indian samp.

Jewellery containing more than 45 per cent of fine gold in value, X-2.

Jute and products manufactured therefrom (including cloth bags, gunnies, twine, etc.).

Jute fibre.

Lard.

Neutral.

Lard compound.

Lard substitutes.

Linen gill threads, X-2.

Linseed meal.

†Maize (corn), except seed maize.

Meal, as follows—

Barley.

Corn.

Cottonseed.

Linseed.

Oil cake.

Peanut.

Rye.

Soya bean.

Middlings.

Milk, as follows—

Condensed.

Evaporated.

Powdered.

Preserved (all kinds).

*Moving-picture films, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

Neutral lard.

Oakum, jute.

Oatmeal.

†Oats, except seed oats—

Products of.

Rolled.

Oil cake.

Oil-cake meal.

Peanut meal.

†Peas, except seed peas, as follows—

Dried.

Split.

(* Individual licenses not required to Canada and Newfoundland. † Under special export licenses Nos. RAC 63 and 65 all seeds except red clover seed may be exported to certain destinations without individual licenses, provided the export declaration states that the commodity is to be used for seed purposes and not for food.)

UNITED STATES EXPORT CONSERVATION LIST, JANUARY 16, 1919.—*Continued.*

*Photographic films, moving-picture, unexposed, exposed but undeveloped, and exposed and developed. (Individual licenses not required to Canada and Newfoundland for exposed and developed films.)

*Pistols, X-2.

Pork products, as follows—

Bacon.
Barrelled and mess pork.
Coarse hog bellies.
Canned pork.
Fatbacks.
Fresh pork.
Hams.
Pickled pork.
Shoulders.
Spare ribs.
Stag bellies.
Powdered milk.
Preserved milk of all kinds.
Quinine and its compounds.
Quinine salts.

Red clover seed.

*Revolvers, X-2.

*Rifles, X-2.

Rollod oats.

†Rye, except seed rye.

Rye flour.

Rye meal.

Salts, as follows—

Quinine.

†Samp, Indian (corn), except seed samp.

†Seeds, as follows—

Red clover.

*Shells, shotgun, X-2.

*Shot (in bulk), X-2.

*Shotguns shells, X-2.

*Shotguns, X-2.

Soya-bean meal.

Sugar, except Mexican sugars, including panela, panocha, papelon, and piloncillo.

†Wheat, except seed wheat.

Wheat flour.

*Errata.*1. *Removals.*—The following items should be removed:—

Bagging, jute.
Bags as follows: Jute.
Burlap.
Cloth, burlap.
Fibre, jute.

Jute and products manufactured therefrom.
Jute fibre.
Oakum, jute.
Linen gill threads.
Soya bean oil.

2. *Additions.*—The following items should be added:—

Butter.
*Jute, nitrate bags.
*Jute yarns.

*Yarns, jute.
*Bags, jute nitrate.

3. *Corrections.*—"Brans and middlings" is shown as a sub-heading under the title of "beans." This is a misprint. "Brans" and "middlings" should each appear as an independent item on the Conservation List.

Restricted Imports—Modifications.

IMPORTATION OF RAW FURS OF CANADIAN ORIGIN.

The United States War Trade Board announce in ruling 525, of January 20, 1919, supplementing W.T.B.R. 481, issued January 4, 1919, the following additional information in regard to Special Import License PBF No. 30, covering the importation of raw furs from Canada.

This license provides that shipments of furs may be made from Canada, without the requirement of an individual import license, to all firms who have filed with the Bureau of Imports their written guarantee to report to the United States War Trade Board the receipt of shipments of furs from Canada not of Canadian origin and to hold the same subject to the disposition of the War Trade Board.

Any importer desiring to avail himself of the benefit of this special license should execute and forward to the Bureau of Imports, Washington, D.C., such written guarantee (Form 3336), copies of which form may be obtained upon application to the United States Bureau of Imports, Washington, D.C., or to any of the branch offices of the War Trade Board. Upon the filing of such guarantee the name of such importer will be forwarded to the collectors of customs at all ports of entry into the United States from Canada and to all American consuls in Canada, as being entitled to import shipments of furs under this special license.

Importers are warned that they should not order furs shipped under this special license until they have been notified by the War Trade Board that their guarantee has been filed and the collectors and consuls have been notified; otherwise, perishable furs may be held up at ports of entry because of the absence of an import license.

Up to this date the following firms have filed guarantees and are authorized to make importations under such Special License PBF No. 30. Other firms are being constantly added to this list, and further publication of these names will be made from time to time:—

Alfred Frazier, New York, N.Y.	Percy's Fur House, Oshkosh, Wis.
B. Cohn, New York, N.Y.	Alfred Jaulus, New York, N.Y.
Maas & Steffin, St. Louis, Mo.	S. Silberman & Sons, Chicago, Ill.
A. Richman & Sons, Black River Falls, Wis.	A. Schott & Son Fur Co., New Orleans, La.
Simon Summerfield & Co., St. Louis, Mo.	F. C. Taylor Fur Co., St. Louis, Mo.
Harry Silbert, New York, N.Y.	Benjamin Dorman, New York, N.Y.
George I. Fox, New York, N.Y.	Traugott Schmidt & Sons, Detroit, Mich.
Bern, S. Wm. Vorhaus, New York, N.Y.	Hutton Bros., c/o Rosenberg Bros., Detroit, Mich.
Schwartz & Lerner, New York, N.Y.	Judd Fur Co., Chicago, Ill.
Hill Brothers Fur Co., St. Louis, Mo.	J. I. Sapinkopf & Co., New York, N.Y.
F. N. Monjo, New York, N.Y.	A. Jaeckel & Co., New York, N.Y.
Black Beaver Fur Co., Sioux Falls, S. Dak.	Sanditz Fur Co., St. Louis, Mo.
N.Y. Fur Auction Sales, New York, N.Y.	D. S. Hesse & Bros., New York, N.Y.
M. Sayer & Co., New York, N.Y.	A. Bonder, New York, N.Y.
Charles S. Porter, New York, N.Y.	Abraham Fur Co., St. Louis, Mo.
Becker Bros. & Co., New York, N.Y.	Kohn & Baer, New York, N.Y.
McMillan Fur & Wool Co., Minneapolis, Minn.	
A. B. Shubert, Inc., Chicago, Ill.	

GENERAL IMPORT LICENSE PBF NO. 31 FOR COMMODITIES IN TRANSIT.

The United States War Trade Board announce in ruling 540 of January 23, 1919, that a general import license, to be known as PBF No. 31, has been issued, covering all shipments on unrestricted commodities in transit through the United States where shipment from abroad is made after January 21, 1919. The removal of the restrictions on commodities now restricted will automatically bring such commodities under the effect of this general license.

As to shipments made after January 21, PBF No. 31 will supersede General Import License PBF No. 12 and PBF No. 25, in so far as it may conflict with such other general licenses.

It is to be noted that this general import license PBF No. 31 does not relieve shippers of commodities in transit of the necessity of complying with whatever regulations covering such shipments the United States Bureau of Exports may have in operation at the time. As to such export regulations, see W.T.B.R. 465, issued January 2, 1919, and which will shortly be reissued in amended form.

IMPORTATIONS FROM CANADA OF COMMODITIES NOT OF CANADIAN ORIGIN.

The United States War Trade Board announce in ruling 536 of January 22, 1919, supplementing W.T.B.R. 406, issued December 14, 1918, that, as a general policy, they will not consider applications for licenses to import from Canada into the United States commodities shipped to Canada from overseas, which are, or have been at any time, on the restricted list of imports, until sixty days shall have elapsed from the date when the general import restrictions on such commodity were removed.

FAIR AT BORDEAUX, FRANCE.

The Lyons Fair will be followed by a fair at Bordeaux, France, which takes place from May 31 to June 15, a little over two months later, beginning about eleven weeks after the Lyons Fair closes. The Canadian representative of the Bordeaux Fair is Mr. Emile Lacas, 11 St. Sacrament street, Montreal, who will answer any questions asked by Canadian manufacturers who think of making application for representation at the fair.

FROZEN FISH FROM NEWFOUNDLAND FIND A READY SALE IN UNITED KINGDOM.

HARRISON WATSON, CHIEF CANADIAN TRADE COMMISSIONER IN THE UNITED KINGDOM.

London, January 8, 1919.—For some time past publicity has been given to the intention of Newfoundland to test the possibilities of securing a permanent outlet in the United Kingdom for their boundless supplies of fish, impetus apparently having been given to the development by the success which has attended the experiment of forwarding regular supplies of frozen fish from Canada for the use of the Canadian and other troops.

Consequently considerable interest has been taken in the large consignment of so-called chilled, but really frozen, cod and haddock which reached this country in the *Bayano* shortly before Christmas. The shipment consisted in the main of 20,000 cases of cod, packed partly in 200-pound and partly in 80-pound cases, 800 cases of haddock and 130 cases of salmon, all the fish being headed and gutted. Experts report that the fish arrived in excellent condition and was of good quality.

The time was well chosen, because not only did it coincide with the exceptional demand for food of all kinds which is always associated with the holiday period, but it happens that London and neighbourhood is crowded to a degree never before experienced, it being estimated that it is sheltering over a million more people than is customary, which circumstances obviously create an unusual strain upon the food position. Moreover, at this season of the year receipts of fish from home waters are always light, owing to bad weather, and this year the Grimsby fleet and others have signalized the cessation of hostilities by taking a long holiday, with the result that for the last week or more there has been almost a stoppage of supplies of fresh fish.

Under these circumstances the cod and haddock have met with a ready sale at the controlled price of 9s. 6d. (\$2.31) per stone (14 pounds), and incidentally it should be mentioned that the 80-pound cases are viewed with much more favour than the other packages, which are too large for the trade. It should also be stated that the consignment includes several other varieties of fish, some of which are quite unknown in this country, but any attention directed to them has been that of curiosity, and business has been centred upon the varieties already named, of which it is understood about three-quarters has been disposed of by the Government brokers.

It would, however, be rash to predict any similar success for regular and permanent shipments of frozen cod and haddock when supplies of fresh fish are available.

In the first place, the Government-controlled prices are quite exceptional and were fixed to encourage fishing at a time when conditions were dangerous and it was desired to provide the greatest possible quantity of all food, and of fish more particularly, as the best substitute for the short supplies of meat available.

The trade and public have regarded the price established by the Government-control as unduly high, and it is known that this control is likely to disappear before long and a reduction of price to take place, and soon. In normal times Iceland fresh cod is sold at about 5s. (\$1.21) per stone. Indeed, as in so many directions, recovery from war conditions has been much quicker than was anticipated, and as might be expected the restoration of the home fisheries, which from time immemorial have furnished the population of the British Isles with inexhaustible supplies of fresh fish, is receiving special attention. Already the Admiralty has been releasing trawlers as fast as is practicable, and the opinion is held that by the coming spring normal conditions will be re-established to a very considerable degree.

Previous to the war there was no established demand for frozen fish, and such consignments of salmon and other varieties as came here mainly reached the consumer under the guise of fresh fish, or found a casual sale when supplies of fresh fish were short. It is thought that even now, when a large section of the population has

had the experience of eating frozen fish, the majority will be unwilling to purchase the frozen article, even at a considerable reduction of price when supplies of fresh fish are readily obtainable.

The prospects certainly might be improved if fish from the other side could be sent over here packed in ice and merely slightly chilled, but it looks as if the opportunity for shippers of frozen or chilled fish would be to store consignments upon arrival and only place them on the market when there is a shortage of fresh fish, or upon other occasions when prices realizable are sufficiently high to make the business profitable.

In connection with Mr. Harrison Watson's report, printed above, the following interview published by the *Montreal Star* will be of interest:—

"Major Hugh Green, 'Canada's Fishmonger General,' as he has been dubbed by some—and he does not resent it—officer commanding the fishery department of the Militia Department, is in the city, having returned from the Old Land a few days ago.

"Since 1916 we shipped to the Old Country fifty million pounds of fish," said Major Green when interviewed by the *Star* this morning. "Another interesting feature is that of that amount of fish from 40 to 50 per cent of it was fish that was usually wasted in this country or thrown back into the water by the fishermen when out hauling their trawls.

"All this fish was used, and the fishermen found that in some cases they were making more money from the sale of fish they formerly threw back into the sea than they were on their haddock, cod, and other fish popular on the Canadian market."

OPPORTUNITY FOR CANADA.

"The fishing industry in England has been disrupted," said Major Green. "The men have been with the fleet patrolling and mine sweeping. Our fish has been introduced on the English market and they like it. This is the time for Canadian fish industry to get its foothold in the Old Land. I do not say that we will ever be able with our frozen fish to demand the prices which the English fish, fresh out of the water will demand on the market, but I am certain that vast quantities of fish could be exported every week to the Old Country if Canadians would only take advantage of the opportunity at present offering.

"When we were sending Maritime Province frozen fish overseas the refrigerators were so small that as soon as the fish was chilled it had to be rushed off by rail to Boston and there kept in the big cold storage plant because there was no plant in Canada to handle the goods.

"All this ran up the cost of fish. There should have been such a plant here in Canada for that work," he continued. "The Yankee fishermen come up to the banks off our coasts and get the fish, and take them to their own markets, and we neglect the opportunity. More than that, their fishing vessels are largely manned by Canadian captains and Canadian sailors."

MARKET FOR PAINTS AND VARNISHES IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, November 30, 1918.—The Argentina market for paints and varnishes is a large and growing one. Formerly the trade in these articles and more especially in white lead and varnish was almost entirely in the hands of English manufacturers. A Liverpool paintmaker and a London varnish manufacturer amongst others had been supplying the market steadily for more than twenty-five years, and their respective products were so well known and liked by the trade that there seemed to be small prospects for manufacturers of other countries to establish themselves

here. The quality of the English paint was not only good but uniformly good; the manufacturer's representative here never ceased to canvass the trade and such little advertising as was thought necessary was undertaken. The English varnish manufacturer was represented here by an importing house which carried a certain amount of stock for emergency purposes and his mark has been extensively advertised and persistently pushed. The usual credit facilities were granted and the needs of the market were studied and catered to.

VALUE OF IMPORTS.

During normal times the f.o.b. value of imports of paints, varnishes and colours could be estimated at approximately \$3,000,000 gold. This estimate is arrived at by adding 30 per cent to the values assigned by the customs house to imports during 1913. These values were fixed by law, in 1916, for the purposes of calculating duties and are usually referred to as tariff values.

The tariff values, by countries, of imports of dry colours, colours in oil, varnishes, enamels and red lead are shown in appended table (imports of polishes, pencils and inks, amounting to 12 per cent of the total figures, are included under this heading):—

Countries.	1913. \$ Gold.	1914. \$ Gold.	1915. \$ Gold.	1916. \$ Gold.	1917. \$ Gold.
Germany	728,719	403,199	50,398	.....	---
Austria-Hungary	7,347	5,197	836	.....	---
Belgium	34,700	35,384	4,633	.....	---
Bolivia	217	213	34	.....	---
Canada	57	.....	.....	.....	---
Chile	176	.....	63	.....	---
Spain	27,843	13,498	15,186	.....	---
United States	286,671	174,659	397,637	.....	---
France	176,041	108,074	67,148	.....	---
Greece	873	.....	.....	.....	---
Italy	33,086	25,527	35,392	.....	---
Mexico	864	.....	.....	.....	---
Holland	129,474	94,634	96,422	.....	---
British Possessions . . .	156	.....	.....	.....	---
United Kingdom	1,085,723	795,350	733,440	.....	---
Sweden	498	321	1,634	.....	---
Switzerland	12,225	12,828	18,860	.....	---
Turkey	311	4	19	.....	---
Uruguay	456	.....	115	.....	---
Australia . . . . .	.....	77	.....	.....	---
Brazil . . . . .	.....	478	1,726	.....	---
Cuba . . . . .	.....	296	.....	.....	---
Japan . . . . .	.....	216	.....	.....	---
Paraguay . . . . .	.....	16	26	.....	---
Russia . . . . .	.....	606	.....	.....	---
Norway . . . . .	.....	.....	28	.....	---
	2,535,437	1,670,577	1,443,417	1,718,519	1,646,145

WHITE LEAD IN OIL.

The quantities of white lead in oil imported cannot be stated exactly owing to the inclusion of this commodity by the Customs Department under the heading "prepared colours." Practical men consider that white lead and colours in oil are imported in the proportion of four to three, respectively, and if the statistics of imports relating to "prepared colours" be divided accordingly the imports of white lead for a normal year (1913) will be found to be approximately 3,236 tons and of colours in oil, 2,427 tons.

The most recent statistics covering the importation of these commodities by countries only serve to demonstrate the virtual monopoly formerly enjoyed by a Liverpool manufacturer, and an appreciation of the present day market conditions can only be arrived at by observation and deduction. Shortly after the commencement of the war supplies of English lead began to fail and an American company which had been operating here on a comparatively small scale made a strong effort to secure the trade which the English manufacturer could no longer attend to. This lead company,

perhaps the largest in North America, succeeded in establishing itself, and white lead bearing its mark is practically the only kind now being retailed at a reasonable price. During the war period several consignments of Canadian white lead have been sold but the manufacturers were, unfortunately, unable to follow up the business which had been inaugurated. Small quantities of American and English lead made by manufacturers other than the two principal ones already referred to have also been imported, but substantially, the position to-day is that such small quantities of the well-known English mark as are available are being retailed at \$6.80 per drum of 20 pounds gross weight, whilst the well-known American mark is on sale everywhere at \$3.80 per drum. American white lead was imported at the end of October at \$2.78 c.i.f. Buenos Aires and orders were booked at this figure.

With the return of peace conditions further developments and a return to something approximating the old order of things may be anticipated. A fact of more direct concern to Canadian lead corrodors, however, is that whilst war conditions last, opportunities exist for them to enter this market if they care to avail themselves of them. It will, of course, be necessary to conform to the requirements of the market which, so far as white lead is concerned, should not be a matter of great difficulty.

Before purchasing unknown brands of white lead the larger importers usually make a practical test of the paint and sometimes they have it analyzed. It may be mentioned here that English white lead is known to be much less than 90 per cent pure and its superior quality is attributed in some quarters to a secret process in the manufacture. The market usually demands a lead 90 per cent pure, in drums of 20 pounds gross weight, packed in sawdust in barrels if possible; it should be well ground and the general level of quality should be good and absolutely uniform. Uniformity of quality and conservative methods of business over a long period of years are largely responsible for the preference which the well-known English mark enjoys here.

English lead arrives in iron drums similar to those used by Canadian manufacturers; American lead comes in bucket-shaped containers designed for subsequent use as paint buckets and labelled in Spanish "White Lead, Chemically Pure." When questioned regarding the commercial value of a distinctive type of container, an importer stated that, in his opinion the style or shape of the drum does not exert any appreciable influence on sales. An ordinary drum is good enough but it should be of an appropriate size. If the container employed is too large the purchaser is inclined to think that the contents have shrunk and that old stock is being given to him. Particular care should be exercised by exporters in order to ensure that their goods be properly packed and marked for export and actually described in shipping documents. White lead in oil is liable to a much heavier duty than powdered white lead which is imported by local grinders of paints and is consequently favoured with a lower rate of duty.

COLOURS GROUND IN OIL.

After white lead in oil, colours in oil is the most important item in the list of imports; the quantities of this commodity imported during the year 1913 are calculated to have reached the sum of 2,427 tons. It is imported in iron drums of 9 kilogrammes (20 pounds) gross weight in yellows, reds, blacks, greens, Van Dyke browns and blues. The observations made in the foregoing paragraph apply equally to colours as to white lead in oil.

Imports of White Lead and Colours in Oil, 1913.

Countries.	Annual Average, 1909-1913.		1914.	1915.	1916.	1917.
	Tons.	Tons.				
All countries.. . . .	5,200	5,663	3,514	3,223	2,128	1,924
United Kingdom.. . . .	4,000	4,192	2,665	2,420	....	—
Germany.. . . .	700	493	238	13	....	—
United States.. . . .	255	494	262	548	....	—
Canada .. . . .	....	1	....	....	....	—

DRY COLOURS.

Dry colours were formerly supplied to Argentina by German and French manufacturers almost exclusively. Imports under this head during 1913, presumably including water paints, distemper, etc., amounted to 3,063 tons. It has been freely stated that the former preference for continental dry colours was founded more on the care which these manufacturers bestowed on the details of packing than on any advantage of price or quality which could be claimed for their products. Particulars of the styles of packing most suitable for this market are therefore appended:—

White Lead and Oxide of Zinc.—In casks of 100 kilogrammes; and in casks containing 100 paper-wrapped packets of $\frac{1}{2}$ kilogramme gross weight each.

Ochres, all Classes.—In casks of 100 and 160 kilogrammes.

Greens, for Lime Washing.—In casks of 50 and 70 kilogrammes, and in cases containing 100 paper-wrapped packets of $\frac{1}{2}$ kilogramme gross weight each.

Blues.—In casks of 50 kilogrammes, and in cases of 50 kilogrammes net weight containing an assortment of shades in paper-wrapped packets of 250 or 500 grammes gross weight.

Siennas.—In casks of 50 kilogrammes, and in cases containing 100 paper-wrapped packets of $\frac{1}{2}$ kilogramme gross weight each.

The factors likely to influence an importer in the placing of his orders are: General appearance of packets, price and quality. The importance of the style of presentation of the packets can be easily appreciated by any one who has been able to observe the dilapidated appearance assumed after a certain time by a case of dry colours, unlabelled and contained in coarse, dark brown absorbent paper, which has attracted moisture from the atmosphere and becomes soft and damp. A light yellow-coloured, thin, crisp wrapping paper is a suitable wrapping for dry colours, and a neatly-printed white paper label pasted over the whole length of the package adds greatly to the general appearance. Perhaps a more popular container is a cardboard box in two pieces covered with a printed gummed label which seals the opening and keeps the exterior clean.

Since continental supplies were cut off ochres, oxide of zinc and inferior white lead in powder have been imported from Brazil and Spain; greens come principally from England, Spain and Italy, blues from North America and siennas from Brazil.

Imports of Dry Colours.

Countries.	Annual Average, 1908-1912.		1913. Tons.	1914. Tons.	1915. Tons.	1916. Tons.	1917. Tons.
	Tons.	Tons.					
All countries.. . . .	3,317	3,063	2,044	1,232,597	1,780	1,272	
Germany.. . . .	1,406	1,296	1,024	63	....	—	
France	1,025	1,048	599	490	....	—	
United Kingdom.. . . .	335	221	122	220	....	—	
United States.. . . .	18	23	44	175	....	—	

READY-MIXED PAINTS.

There is no business of any importance to be done in ready-mixed paints. Such small quantities as are required for sale to householders and other small consumers are made locally. The painting trade will have nothing to do with ready-mixed paints, possibly because it prefers to earn wages for the time spent in mixing paints on the job, or perhaps because of the margin for pickings which the purchase of the several ingredients allow.

In Canada the paint stores are in close communication with the factories and can conveniently keep a full line of colours and shades in stock ready to the painter's hand. Argentina, however, is too far removed from sources of supply to allow paint stores to stock full lines, so the painter finds that in order to be sure of matching his colours correctly he must mix them himself.

ENAMELS.

Fairly large quantities of American enamel paints used to be sold here, imports from the United States having at one time (1909) amounted to 270 tons. Subsequently a well-known brand of Dutch enamel, which was placed on the market and widely advertised, succeeded in capturing the greater part of the trade. When the influence of war conditions began to interfere with the continuity of supplies from Holland, American manufacturers made an effort to regain their former trade, but according to statistics of imports they have not been altogether successful. Several new English marks have also been introduced but these, together with American products, are regarded by the trade here merely as substitutes for ripolin. During the past six months considerable quantities of Dutch enamel have been brought in and the market is now fairly well supplied. Retail prices, however, whilst more moderate than was the case a few months ago, are still very high. Enamels of various English and American marks are retailed to-day at from \$1.20 to \$1.50 per kilogramme and Dutch enamel at \$2.30 per kilogramme. Dutch enamel is sold, in small quantities, in tins of 250, 300, and 500 grammes, for household use, and in 1, 2, 5 and 10-kilogramme tins or drums for the painting trade. In Argentina the principal consumers of enamel paints are the journeymen painters, who use it for finishing coats in interior decoration. The largest sale is therefore for the tins of 1 and 2 kilogrammes and the drums of 5 to 10 kilogrammes.

The packing of Dutch enamel is superior to that of the majority of competing marks. The tins are well and tastefully printed in colours and are provided with a perforated cover for the lid, which cover is held in position by two small lugs attached to the edge of the tin. When these lugs are raised the extra cover can be removed and the exact shade of enamel, as painted on the lid and consequently unaffected by exposure, can be plainly seen; a string or wire can be passed through small perforations in the lugs for use as a handle. Each container, even in the larger sizes, is neatly wrapped in brown paper carrying a printed slip indicating the name and number of the colour of the contents.

A kilogramme of Dutch enamel is supposed to cover 10 square metres of surface, a figure which painters try to enhance by adding a small proportion of turpentine or fairly substantial quantities of white lead in oil. The Dutch mark of enamel referred to is so well liked here and the demand for it is so general that dealers cannot afford to pay level prices for new brands, which can only be retailed at prices lower than those obtainable for established marks. A Canadian manufacturer wishing to enter this market must therefore be prepared to concede the dealers an advantage in price.

Imports of Enamel Paints, 1913-1917.

Countries.	Annual Average, 1909-1913.	1913.	1914.	1915.	1916.	1917.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
All countries.. . . .	500	294	130	133	164	150
United States.. . . .	180	49	13	25	....	—
Holland.. . . .	120	111	57	54	....	—
United Kingdom.. . . .	105	73	19	35	....	—

POWDERED WHITE LEAD.

Small quantities of powdered white lead are imported for use by the local makers of ready-mixed paints. The trade in this article was formerly almost entirely in Ger-

man hands, but recently supplies have been obtained from North America and Spain. That this white lead must be of an inferior grade is indicated both by the poor quality of the mixed paints into which it enters and by the low prices at which they are retailed. Local paint grinders call for a chemically pure powder in casks of 250 kilogrammes net weight.

Imports.

Countries.	Annual Average, 1909-1913.		1913.	1914.	1915.	1916.	1917.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
All countries	800	1,433	500	817	766	532	
Germany	700	1,103	298	....	....	—	
United Kingdom	60	60	26	29	....	—	
Spain	40	161	93	65	....	—	

VARNISHES.

A cheap varnish is made locally for interior use which sells at prices which to-day represent only two-thirds of the cost of imported varnishes. One American and several English varnishmakers are now actively competing against the London manufacturer whose position in this market was formerly thought to be unassailable, and a Canadian manufacturer could now approach the market with better prospects of securing an entry than was formerly the case. Varnish is imported in gallon tins similar to those used in Canada, no change in style of preparation, labelling, etc., being called for. The designations "Carriage, No. 1," "Flatting," "Hard Coach," etc., are well understood by the trade here.

Imports of Varnishes, all Kinds.

Countries.	Annual Average, 1909-1913.		1913.	1914.	1915.	1916.	1917.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
All countries	606	621	481	406	528	612	
United Kingdom	375	399	331	281	....	—	
United States	94	98	55	87	....	—	
Germany	45	43	19	1	....	—	

RETAIL SELLING PRICES.

The following lists of retail prices are of interest as demonstrating the higher prices which consumers are prepared to pay, if necessary, for the brands of paints with established reputations. No further significance should be attached to these retail prices; they are fixed capriciously and fluctuate according to the supplies which each individual dealer happens to dispose of for the moment:—

Drums of 9 kilogrammes (20 Pounds).

English white lead.						\$6 35 to \$6 80	Can. gold.
American white lead.						3 80 to 4 25	" "
	300	500	1	2	5	10	
Enamel.	grams.	grams.	kilos.	kilos.	kilos.	kilos.	
Dutch	\$0 56	\$1 18	\$2 33	\$4 60	\$11 25	\$22 50	Can. gold.
American No. 1.		0 93	1 19	....	....	—	" "
English.			1 49	....	....	—	" "
American No. 2. . . . .			....	....	5 73	—	" "
Carriage Varnish No. 1.							
English No. 1.				\$7 22	Can. gold.	\$6 80	Can. gold.
" 2.				6 80	" "	6 80	" "
" 3.				5 95	" "	5 95	" "
" 4.				5 52	" "	5 52	" "
" 5.				5 10	" "	5 10	" "
Flatting Varnish.							
English No. 1.				\$7 22	Can. gold.	\$6 80	Can. gold.
" 2.				6 80	" "	6 80	" "
" 3.				5 95	" "	5 95	" "
" 4.				5 52	" "	5 52	" "
" 5.				5 10	" "	5 10	" "

PROSPECTS FOR CANADIAN MANUFACTURERS.

Canadian manufacturers of paints and varnishes intending to do business in Argentina must be prepared to meet, on level ground, the competition of a large number of English, American and Dutch manufacturers of paints in oil, dry colours, water paints, varnishes, etc., the products of more than fifty of whom are being offered to the paint stores by resident agents.

The experience of recent years has shown that white lead in oil and colours ground in oil, suitable for the Argentine market can be made in Canada and sold for export at competitive prices, and so far as is known, there is nothing to prevent Canadian manufacturers from making a bid for a substantial share of the trade. It is true that the strong preference of the trade for certain established brands constitutes an obstacle, but it can be overcome by persistent effort along pre-conceived lines. The quality of competing products can be analyzed, the manufacturer's packing methods studied and his selling connection investigated. When this has been done a Canadian manufacturer will be able to decide regarding his ability or otherwise to force an entry into the market.

TRADE CUSTOMS.

The resident agent chosen is in most cases a firm of manufacturers' representatives. Occasionally an export commission house is employed but results to be expected from this procedure are not so satisfactory. A manufacturer should not concede an agency to an importer or merchant because the effect of such an arrangement would obviously be to limit his Argentine connection to one buyer. The paint business is not in the hands of a few large importers but is distributed amongst a considerable number of paint stores most of which are considered commercially and financially strong enough to import for their own account. These stores are approached by the manufacturer's authorized representative whose business it is to secure and forward signed orders which are equally binding as to prices and conditions on the manufacturer as on the buyer. Prices are quoted in gold dollars, f.o.b. New York or c.i.f. Buenos Aires. Shipping documents with drafts attached are forwarded through the exporter's bank and are handed to the purchaser against his acceptance of the accompanying draft. The purchaser clears the goods through the customs house and the further services of the manufacturer's representative are only called for in cases of dispute and to protect the manufacturer's interests generally.

GENERAL COMMERCIAL CONDITIONS IN BUENOS AIRES AFTER THE SIGNING OF THE ARMISTICE.

CANADIAN TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, December 12, 1918.—For one week after the publication of the armistice news, business of all kinds was suspended in Buenos Aires, the days and nights being devoted to manifestations of rejoicing.

So far as I am able to gather, the general opinion of the commercial community is that no radical change in the situation is to be expected; improvements in freight rates and quantities of manufactured goods obtainable from belligerent countries will probably come slowly and gradually so that the courses of import trade will not be unduly disturbed. In the meantime manufacturers' agents and representatives report an almost complete cessation of business; importers desire to have a clearer view of future prospects before committing themselves to purchases at present prices.

Stock Exchange quotations do not record any appreciable drop in the values of shares of companies engaged in industries deriving from the war. Prices of cereals for export will probably be slightly lower than last year. The Allied representatives are reported to be arranging with the Argentine Government the terms of a second

cereal convention but details as to prices and quantities have not yet been published; it is said that the Argentine Government will advance two hundred million dollars for the purchase of the crop, which sum it will obtain by means of a guaranteed issue of paper money.

Prospects for future trade in manufactured goods are reasonably bright and it is certain that more interest will be shown in Canada as a producing country than was formerly the case. I have come to the conclusion that neither Argentine or Canadian Government statistics are of value as indicating the volume of exports from Canada to this Republic, and believe that many Canadian products are finding their way to this Republic which will be scheduled as having been exported to the United States.

COMMERCIAL NOTES FROM JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Commercial Museum.

Yokohama, December 5, 1918.—The Japanese Commercial Museum which was to be established in Singapore (see *Weekly Bulletin* No. 758, page 257), was opened by the Department of Agriculture and Commerce on November 21.

Paper Industry.

On Monday last, what is reputed to be the oldest paper mill in Japan—the Umezu paper mill, Kyoto—was burned down and the machinery was completely destroyed, entailing a loss to the company of about one million yen.

A new pulp-mill has been opened at New Wiju, Corea. The mill is owned by the Oji Paper Manufacturing Company, and has an annual production of 1,500 tons of pulp.

Shipbuilding.

The total tonnage of new vessels launched in Japan since January last is 600,000 tons, including those to be completed by the end of the year. Compared with the tonnage produced last year, this shows a gain of 200,000 tons.

The mercantile marine of Japan at the end of September this year, consisted of 613 steamers of over 1,000 tons each—the combined tonnage reaching 1,930,000 tons. Compared with the end of 1914, the number of ships have increased by 122, and the tonnage by 370,000 tons.

In Osaka four shipbuilding yards have been closed since the signing of the armistice, and it is expected that about ten others will close within the next few months on account of the growing depression in the freight market.

The Nippon Yusen Kaisha have decided, in view of safety being restored on the Suez route to Europe, to transfer as soon as possible some of the boats now operating on the transpacific run, to the European line. The *Fushimi Maru*, the *Katori Maru* and the *Kamo Maru* will be the first to make the change.

Cotton Output.

The Japanese cotton spinners during the last ten days of November, shipped 17,966 bales of cotton yarn overseas. For the whole month they shipped 44,421 bales. This is an increase of 8,284 bales over October, but a decrease of 14,470 bales compared with November of last year.

Electric Light Plants.

It is officially announced that at the end of October last, the number of electric light plants in Japan numbered 713, the aggregate capital of which amounted to yen

745,197,488.* Their consumption of power is 1,073,445 kilowatts, of which 782,646 kilowatts is generated by water-power. This is an increase of forty-three plants over last year's total, and an increased capital of yen 64,515,544, while the gain in power consumption is 154,085 kilowatts.

Banks in Japan.

The finance department reports that at the end of October last, there were 2,110 banks in operation in Japan, with a combined capital of yen 1,314,093,515.

The Yokohama Specie Bank have decided to open a branch in Vladivostok and have already despatched one of their men to that port in this connection.

It has been announced by the Finance Department that funds held by the deposit section of the Treasury at the end of November amounted to 766,000,000 yen. At the same time the investments held by this section in the allied hands consisted of 19,000,000 yen in French Treasury bills, 2,000,000 yen in British yen Treasury bills, and 20,000,000 yen in British exchequer bonds.

Catch of Salmon and Whales.

It is reported that the total production of canned salmon produced in Kamchatka on the eastern coast of Siberia, amounted to 311,336 cases, which figure is an increase of 100,000 cases over last year. The value of this year's production amounts to yen 10,836,727.

It has been announced by the Department of Agriculture and Commerce, that the catch of salmon this year amounted to 506,900 koku, which is a big decrease over last year. Dog salmon (shake or Keta salmon), 60 fish equal one koku; red salmon (beni-shake), 80 fish equal one koku; hump-back salmon (masu or garbusha), 120 to 140 equal one koku.

This year's catch of whales in Hokkaido is reputed to be 540,020 koku, which is an increase of 140,020 koku over last year's catch.

New Consulate.

The foreign office on November 28 last, announced that a new consulate had been opened at Panama, in the Republic of Panama.

Chemical Industry.

It was announced in the press that there was a meeting of those interested in the chemical industry, held recently in the Tokyo Chamber of Commerce, at which a new society termed "The Society for Investigations into Chemical Industries" was formed. The object of this society will be to relieve the various chemical industries which will feel adverse conditions as a result of peace.

The Japanese Chemical Industrial Association have decided to hold an exhibition in Ueno Park for two and a half months, beginning March 16, 1921. Arrangements are being made with American chemical manufacturers to take part in this exhibition.

It is reported that the Japanese authorities have decided to lift drugs from the list of prohibited exports, as a result of the petition from the drug merchants who are now experiencing a big slump in the market.

Wool Clip.

The total amount of wool grown in Japan last year amounted to 30,000 pounds, while the value of imports of wool last year amounted to yen 35,136,172, as compared with yen 33,566,690 in 1916.

* 1 yen = approximately 50 cents normal exchange.

It is said that the last purchase of sheep for breeding purposes to be made by the Government during the present fiscal year, consisted of eighty sheep which are being imported from Canada.

New Method of Crop Estimating to be Adopted.

It is said that there has been much inaccuracy on the part of village officials who take the crop census, owing to the fact that no systematic method was used. The Government is taking measures now to reform the system of crop estimating.

New Company to Make Gunpowder.

There is a new company being floated called the Nippon Explosives Industry Company. This company, with a capital of yen 10,000,000, will manufacture gunpowder and other explosives.

Enemy Patent Rights.

It is reported, although not officially as yet, that enemy patent rights, which at present are being used by Japanese manufacturers, will continue to be used after the conclusion of peace under the authority of the Japanese Government. Any new patent agreements which may be entered into with Germany will only pertain to patents obtained after the war.

Workmen's Compensation.

It has been announced by the authorities that the regulations governing the allowance of compensation to workmen, mine labourers, and others killed or seized with disease while on duty, are to be improved and that the Government will pay expenses for medical treatment and will make allowances for the sick or disabled workman's family. When the labourer is killed, his family will receive pension and the burial expenses will be paid.

Dairy Exhibit.

It is reported that American dairy farmers have lately applied for space to exhibit their goods at the Dairy Products Exhibition which is to be held some time in 1919, at Ueno Park, Tokio.

DOMESTIC INDUSTRY IN JAPAN.

SILK SPINNING.

Mr. A. E. Bryan, Canadian Trade Commissioner in Japan, has forwarded a photograph depicting an interesting phase of Japanese domestic industry. Cut of an example of domestic silk production is shown on title page of this issue of *Weekly Bulletin*. Mr. Bryan states that the silk cocoons are soaked in boiled water and then silk is taken from them as shown in photograph.

Mr. Y. Takenob, professor at the Waseda University, Japan, compiler of the Japan Year-Book, states that broadly classified, Japanese industry may be divided into factory industry and domestic industry. The former is conducted according to the Western system of utilizing one or other kind of motors. The domestic system of industry is indigenous while motor-using manufactures mostly date from the beginning of Meiji Tenno's reign, and especially after the Japan-China and the 1904-5 war. The modern manufacturers aim at producing goods the supply of which previously came from abroad. The Government attitude to these two branches of industry is quite different, supervision and control being the principle adopted as regards factory

manufacturers, while assistance is the chief aim for family industry. The control of factories is chiefly in the shape of local administration rules as applied to buildings. The factory law, though already enacted by the authorities, still remains unenforced. As to measures for extending assistance to domestic industry, these are direct pecuniary help from the central authorities, the loan of machines, etc. The loaning of improved power looms to weavers and dyers is the most conspicuous instance of this. Provincial authorities are similarly helpful to various industries carried on in their own jurisdiction. Encouragement in the shape of training schools, experimental laboratories, travelling lecturers and inspectors, as also co-operative organizations may also be mentioned.

Mr. Takenob states that on inquiry into the relative share of women workers in some of the principal branches of industry it is found that in silk culture and in silk reeling they supply 90 per cent of the total labour required.

Of waste cocoons used as material there are produced annually about 85,000 koku (421,000 bushels approximately). The silk spun yarns produced at home exceed 570,000 kwan (4,711,790 pounds approximately).

CUBAN SUGAR NOTES.

TRADE COMMISSIONER J. C. MANZER.

Havana, Cuba, January 16, 1919.—The following tables give exports and stocks of sugar still on hand pertaining to the crop of 1917-18 up to December 31, 1918:—

Exports.

Ports.	Sacks.	Ports.	Sacks.
Havana..	2,212,016	Antilla	1,297,608
Matanzas	2,663,504	Nipe Bay	347,630
Cárdenas	2,474,715	Júcaro	1,684,526
Cienfuegos	2,385,853	Gibara and Puerto Padre	1,376,742
Sagua	1,506,827	Banes	447,994
Caibarién	1,462,555	Manatí	293,815
Guantánamo	752,104	Zazá	59,000
Cuba	576,647	Trinidad	80,104
Manzanillo	900,087		
Santa Cruz del Sur	304,131	Total sacks	22,475,277*
Nuevitis	1,490,419		

* = 3,210,754 tons.

Stock on Hand.

Ports.	Sacks.	Ports.	Sacks.
Havana..	118,734	Antilla	104,729
Cárdenas	33,693	Nipe Bay	31,577
Cienfuegos	8,206	Júcaro	19,762
Caibarién	2,348	Gibara and Puerto Padre	19,111
Guantánamo	30,165	Manatí	41,630
Cuba	10,493		
Santa Cruz del Sur	10,683	Total sacks	441,814*
Nuevitis	10,683		

* = 63,116 tons.

	Tons.
Total exportation	3,210,754
“ in stock at ports	63,116
“ in stock at other points	32,875
“ consumption on the Island	130,338
“ destroyed by fire at Cárdenas	9,000

Total production of the season of 1917-1918 3,446,083

Countries to which Cuban Sugar was Exported.

	Tons.
United States.. . . .	2,187,230
Canada.. . . .	12,090
Spain.. . . .	32,342
South America.. . . .	15,020
Mexico.. . . .	550
Europe.. . . .	963,522
Total tons exported of the crop of 1917-1918 .. .	3,210,754

The first mill to commence grinding on the crop of 1918-19 started work on November 28. Up to December 31 there were 147 mills in operation, and it is expected all mills will be grinding before the end of January. The following gives the exports of sugar and quantities in stock at different ports pertaining to the crop of 1918-19 up to January 11, 1919:—

	Tons.
Total exports.. . . .	43,777
“ stock on hand at different ports.. . . .	123,338
Total production up to January 11.. . . .	177,115

H. A. Himely, representing in Cuba the Federal Sugar Refining Company of the United States, who has the reputation of having made some very close estimates of the sugar crop in past years, estimates the crop of 1918-19 at 4,010,571 tons.

TRANSPORT SITUATION IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, December 24, 1918.—The relief of the present economic situation in Siberia may be said to be entirely contingent upon the restoration of normal railway facilities with the interior. Through communication with Western Siberia was re-established last September, when the line was cleared by the Czecho-Slovaks. It was then anticipated that a large quantity of supplies urgently required by the civil population would be transported from Vladivostok. The result was that the import business in foreign goods became brisk. It soon became evident, however, that the transport situation was unsatisfactory and conditions have since been getting steadily worse.

DECREASED CARRYING CAPACITY.

The carrying capacity of the main Siberia line is hampered by the shortage of freight cars, the lack of co-ordination between the operating departments of the several systems into which the line is divided, the break-down of a great number of locomotives and the impossibility of repair under existing conditions, the dissatisfaction among employees of certain systems owing to back pay, the bad state of the road-bed and the circumstances arising out of the political situation. Lack of adequate rolling stock is the chief difficulty. A large number of freight cars are being used for passengers in order to maintain the passenger services. Many cars are held up at points along the line owing to the need of repair. A great number of cars are congested at station Manchuria waiting to be carried further into the interior, since the Trans-Baikal railway has found it impossible to handle the traffic transferred to this system by the Chinese Eastern railway. Owing to difficulty of finding storage space cars frequently remain at points of destination for long periods before being unloaded.

Practically every system comprising the main Siberian railway is at the present time being operated at a great loss. This is an inevitable result of the falling off in

traffic due to decreased carrying capacity. The rates on goods have recently been increased from six to ten times the pre-war tariff. This is not sufficient, however, to relieve the financial position of the railways. In the case of the Trans-Baikal railway the employees have been without pay for several months and great dissatisfaction exists.

An average of 10 freight cars a day including military supply cars have been despatched from Vladivostok for Western Siberia during the present month. This compares with from 50 to 130 cars a day during the greater part of 1917. In order to relieve the congestion at Manchuria station, the Chinese Eastern railway has declared an embargo for an indefinite period on the acceptance of goods for despatch to Western Siberia other than for military purposes.

The railway administration has lately decided to try the experiment of re-establishing the express passenger service and to operate a bi-weekly courier train between Omsk and Vladivostok, reducing the journey to eight days. In this way they hope to do away with the necessity of providing special cars for officials and other parties who are obliged to travel between the two cities.

The Stevens Railway Commission with its corps of 300 trained American railwaymen is still negotiating for permission to take over the operation of the Siberian railway, but up to the present it has not been found possible to come to any agreement.

EFFECT ON BUSINESS CONDITIONS.

The critical position with regard to transport may be said to have paralyzed the economic and business life of the country. The relief of the great shortage of goods in the interior is not possible if adequate railway communication cannot be maintained. Private firms in Vladivostok are no longer contracting foreign supplies for future delivery and the import business is dull as compared with several months ago. The seriousness of the situation has led to a great deal of consideration being given to this problem by public organizations. The co-operative organizations with offices in Vladivostok recently held a conference and discussed the subject of transport fully whereupon it was decided to send the following telegram to the Central Co-operative Organization in Omsk:—

"We urgently request you to inform the proper Government authorities that the conference of representatives of all the co-operative organizations in Vladivostok report that their activity, as also the activity of private firms, in endeavouring to satisfy the urgent need of the population for articles of first necessity, is paralyzed by the break down of the transport facilities. The position is similar as regards economic relief by allied countries. The receipt of goods from abroad, such as tools, harvesting machinery and binder twine, is blocked by the absence of any guarantee that the goods in question can be carried further into Siberia, than the port of entry. The disruption of normal transport is reflected in the falling off of the number of the freight cars passing from the Ussuri to the Trans-Baikal railway. At the present time on an average of ten cars a day, including cars for military purposes, is transferred from one system to the other, while for an indefinite period the acceptance in Vladivostok by the railway of all kinds of freight except that for military purposes has been suspended by the railway. In general there has been a great falling off in the carrying capacity of the various railway systems. This especially applies to the Trans-Baikal railway as compared to the carrying capacity of that line in the month of October. Cars with military supplies remain for a long time at points of destination without being unloaded, for example at Chita. Having in view the great significance of Vladivostok as the only gateway through which the economic life of the country is in touch with outside markets, we request that energetic and radical measures be adopted towards improving the transport situation. From our point of view we consider first of all necessary the creation of a strong co-ordinated administration of the railways, the co-ordination through a committee of the interests of the allied military authori-

ties on the one hand and of the management of the railway and of the Far Eastern District Committee on the other, the adoption of energetic measures towards improving the technical and operating departments and the locomotive works, the immediate satisfaction of the employees and workmen on the Trans-Baikal railway as regards salary, the creation of a co-ordinating organ for distributing and controlling freight facilities, both in regard to goods for the civil population and for military needs, the granting of a preference to goods of first necessity for the needs of the civil population and the determination of the proper proportions in the transfer of freight from one system to another, removing the unproportional despatch of goods from Harbin and other stations of the Chinese Eastern railway for the transfer to the Trans-Baikal railway as compared with goods from Vladivostok. At the present time it is evident that the latter point of despatch is at a disadvantage in this connection."

FINANCING EXPORTS AND IMPORTS.

By W. G. Avery, Assistant Treasurer, Guaranty Trust Company of New York, in the "Rubber Age and Tire News."

The financing of imports and exports by means of acceptances is usually accomplished in two ways; first, by the opening of commercial credits, which authorize the bank through whom they are opened to accept and negotiate the drafts of the shipper on such bank; and, second, by the importer providing the exporter in the contract with the name of the bank abroad on whom he may draw.

Bills drawn direct by the seller on the buyer, covering imports or exports, can hardly be placed in the same class as domestic trade acceptances, and are not so freely traded in.

For the purposes of this article, it will be best to judge the merits of the three methods.

No. 2000		TRADE ACCEPTANCE		Due SEP 18 1918
New York, N. Y., <i>June 19 1918</i>		<i>June 19 1918</i>		\$ <i>1,000.⁰⁰/₁₀₀</i>
<i>Ninety days</i>		<i>after sight</i>		pay to the order of OURSELVES
<i>One thousand</i>		<i>00</i>		<i>100</i> Dollars
The obligation of the acceptor hereof arises out of the purchase of goods from the drawer, maturity being in conformity with original terms of purchase. The drawee may accept this bill payable at any bank, trust company or banker's office in the United States which he may designate.				
To	<i>John Doe & Co.</i>			
(Name of drawee)				
1000 Madison Ave,	<i>Richard Roe & Co.</i>			
(Street address)				
Date	<i>New York, N.Y.</i>			
(City)				
Payable at				
(City)				
Location				
of				

Trade Acceptance.

In the first case, the opening of commercial credits, the seller's reimbursement and his bank's acceptance of his drafts are fully guaranteed by the importer's bank, which renders the bills most desirable paper. The documents covering the merchandise are, of course, forwarded by the accepting bank to the one opening the credit. The bills so accepted are then domestic bankers' acceptances, and as such command a very ready market.

The second method mentioned, the importer providing the exporter with the name of the bank on which he may draw, creates what are known as foreign exchange bills, or bankers' bills. They are drawn in the currency of the importing country and have the relative documents, such as bills of lading, insurance, invoices, etc., attached. They are purchased from the drawer at the market rates of exchange, and are then forwarded by the purchasing bank for acceptance to the bank designated thereon.

A bankers' acceptance is defined by the Federal Reserve Board as "a bill of exchange of which the acceptor is a bank or trust company, or a firm, person, company, or corporation engaged in the business of granting bankers' acceptance credits." In other words, a bank acceptance consists of the extension of the bank's credit to a customer, wherein the bank, for a consideration, permits the customer to use the bank's credit. This credit may be either secured or unsecured, depending upon the business, character, and financial responsibility of the applicant.

According to an opinion of the counsel of the Federal Reserve Board, when a member bank of the Federal Reserve System accepts a draft or bill of exchange drawn against it, it enters into a contract substantially similar to that of the maker of a note, so that while the form of the instrument differs, the legal effect is the same. The use of a bank's acceptance, however, differs from the use of its promissory note. When a bank accepts a draft or bill of exchange for one of its customers, it merely lends its credit responsibility to its customer in order that he may procure the funds elsewhere. The holder of a bank's acceptance has the same legal rights against the bank as the holder of its promissory note.

Bank acceptances offer certain distinct advantages, not only to merchants but also to the banks through which they deal. The specific advantages may be summarized as follows:—

The use of acceptances makes it possible for trust companies and banks to finance legitimate business transactions of their customers properly and conveniently.

Banks having surplus money which cannot readily be employed at the time can invest it in prime acceptances which can either be held until maturity or sold in the open market, should such action be necessary.

Because of their ready marketability, acceptances of well-known institutions will be sought more and more as short-term investments and will be especially valuable as such.

At this time, when plans for fostering and building up our foreign trade are being formulated, the advantages of the adoption of the acceptance in foreign transactions is of special importance.

Exporters who have desired to enter into foreign trade have experienced much difficulty in their inability to grant as good terms of credit as have been accorded foreign buyers by competitors abroad. It has been the practice of many American exporters to require payment in cash at New York against documents, and the foreign trade of this country has thus been handicapped. This difficulty may be overcome by the use of bank acceptances, as the credit which is required for the goods may be established by drawing at sixty or ninety days' sight on a New York accepting bank or trust company, the acceptance being discounted at an agreed fixed rate.

Another advantage to the exporter is that he is immediately reimbursed for the value of his products or merchandise and, instead of having his capital tied up in credits, it is released for re-employment in new business.

Acceptances, based principally on the commodities exported from this country, form a valuable security. This was particularly evidenced in London at the outbreak of the war, when acceptances amounting to more than £500,000,000 were in circulation. The greater part of these were subsequently liquidated by the "self-liquidating" process; that is, by the sale of the commodity which formed the basis of the transaction, thus proving the soundness of the accepting business in general.

Some confusion has arisen as to the difference between trade acceptances and bankers' acceptances. The former is the result of a transaction between the buyer

and seller; the latter the result of the granting of credit by a banker. In the former case, it is the buyer who accepts the draft; in the latter it is the bank.

In regard to drafts drawn on the buyer of goods abroad, it is evident that there cannot be the same security as on the two kinds previously mentioned. As it is essential to the buyer to obtain his documents in order to get delivery of the goods, they must be released to him when he accepts the relative draft, therefore, the security is taken out of the control of the holder. The result of this is that the risk devolves solely upon the names of the maker and acceptor, which in the case of a foreign acceptor other than a bank, is too definite to make the paper a desirable purchase.

JOHN DOE	\$ <u> </u> <i>Salveston, June 19 1918</i>	
	<i>Ninety</i> <u> </u> <i>days after sight payable to the order of</i>	
	<i>Pay to the order of</i> <u> </u> <i>Guaranty Trust Co. of NY</i>	
	<i>No. 2000</i> <u> </u> <i>New York, NY</i>	

At time of acceptance this bill was accompanied by shipping documents evidencing the domestic shipment of goods against which was drawn.

GUARANTY TRUST CO. OF NY

Bank Acceptance.

Knowledge of the moral and financial responsibility of the acceptor is not sufficiently available in the majority of cases, owing to the distance and time necessary to obtain the desired information.

It has not hitherto been the custom in this country to discount even domestic trade bills before acceptance, though it is done to a large extent in Canada. With these, however, it is easier to obtain information on the names submitted and this is invariably done by bankers when considering the purchase of such bills.

In the case of the bank acceptance the standing and credit of the accepting bank make the paper it accepts a security of the highest class. The bank acceptance once eliminates the necessity and trouble of closely investigating the drawer or the endorsers, as the primary responsibility rests with the accepting bank. If its credit is good, all other names on the paper may be considered of secondary importance.

There is no reason why an exporter here should not request his customer abroad either to designate a reimbursing bank or to open a credit through his bankers along the lines before mentioned, as it is a customary procedure. Such an arrangement provides the exporter with cash for his sales, which otherwise he would have to wait a very considerable time for.

CUBAN STUDENTS FOR CANADA.

TRADE COMMISSIONER J. C. MANZER.

Havana, Cuba, January 20, 1919.—I have recently received an inquiry regarding the opportunities in Canada for Cuban students who wish to acquire proficiency in the English language. I have no doubt that large numbers of Cuban students would go to Canada every year for the purpose of acquiring proficiency in the English language if arrangements were made by some of the educational institutions to establish regular classes for such students.

It would be in the interest of Canadian trade to have these students taking a course in Canada as they would become acquainted with the resources of the Dominion.

FINLAND MAKING PAPER.

Owners of forests in Finland are turning their attention to paper-making and are deserting the saw-mill industry, according to Cyril Arthur Player, in the *Scientific American*. He says:—

From the forest, water and rock which make up the characteristics of a Finnish landscape, the wealth of the country is destined to spring. Even deducting the marsh land and bog, an enormous surface of dry forest remains. Both the geological formation of the greater part of the country and also the climate are favourable to forestry, far more than that to agriculture; and the natural regrowth of the trees is unusually rapid.

In early times the State claimed for itself all waste lands; to-day these Crown lands, or that part covered by forests, total 13 million hectares, or 32 million acres; of this less than half is dense forest with thick growth. The private forests amount to 255 million acres of good forest land, and about 5 million acres of marsh land.

The principal trees are the common pine, the fir, and the birch; others are alder, aspen, larch and oak. In 1910 there were 531 saw-mills, not counting a considerable number which worked only to supply the needs of the owner or the commune. The noteworthy feature is the considerable use of steam-power at the mills instead of water. The two reasons for this are, first, that their position was determined by other considerations than the accessibility of water-power, and that such power is not essential in saw-mills because sufficient fuel is obtainable from the waste products of the mill. While the raw material of the saw-mills is derived from the fir and pine forests, passing mention should be made of the bobbin industry, which utilizes the birch. A very large amount of wood is required, as there is a wastage of more than 90 per cent. Also birch logs cannot be floated down like fir and pine logs, but must be transported on barges. There are fifteen bobbin factories in Finland.

The value of paper output in 1912 was 93 million marks; this figure grows more significant by comparison with the output of 1885, when the value was 9 million marks, and in 1905, when it had reached 41 million marks. (The Finnish mark is equivalent to the franc.) Russia for years received the benefit of this industry and took most of the paper export, but other countries have gradually entered the market and in the two years from 1909 to 1911 the exports to countries other than Russia leaped from 3.2 per cent to 21.8 per cent. Three years before the war Great Britain, Finland's best customer after Russia, took 87,500 tons of ground wood-pulp cellulose, pasteboard and paper, of which nearly 20,000 tons were paper.

SUPPLIES FOR NEW ZEALAND GOVERNMENT.

(*Consul General Alfred A. Winslow, Auckland, November 28, 1918, in United States Commerce Reports.*)

According to the New Zealand Finance Minister's budget report, the Post and Telegraph Department is to be given \$48,665 for motor-cars, motor-cycles and bicycles for the use of that department; \$4,867 for safes to equip the new safe-deposit section of that department, where the public are permitted to rent compartments for depositing wills, deeds, mortgages, valuable papers, etc.; and \$1,362,620 for telegraph extension.

The Department of Mines is to be given \$65,698 to assist in the development of the mineral-oil industry of the country. During the past the Government has expended considerable money in this undertaking, with the result that some good prospects have been located but no large quantity of oil secured as yet.

Interested parties will do well to communicate direct with the minister of the respective departments at Wellington, New Zealand, as well as to send printed matter to the subsecretary of the various departments.

CANADIAN PURCHASING AGENTS TO ORGANIZE.

According to information received from Mr. E. G. Donegani, general purchasing agent of the J. H. Sherrard Manufacturing Company, Limited, Montreal, the Ottawa and District Purchasing Agents' Association has recently been organized in this city with Mr. Hay, of the British Nickel Company as president, Mr. McVeigh, of the Naval Service Department, as secretary, and a committee composed of Mr. Lorne Fraser, Mr. W. J. Leckie and Mr. C. E. Burns. The object of the organization first is to unite purchasing agents for co-operative purposes, social welfare and the elevation of the business generally and also to co-operate in national movements, such as the "Made-in-Canada" movement. Mr. Donegani states that the question of standardization of catalogues will probably be taken up when the organization becomes more complete.

Mr. Donegani is proceeding to Montreal shortly to organize an association along similar lines in that city. Mr. Louis Lavoie, of the Canadian Government Railways, is to organize the association in Toronto. It is proposed to organize associations in Halifax, Quebec, Montreal, Toronto, London, Winnipeg, Calgary, Edmonton, Vancouver and certain other centres. The idea is to maintain a permanent secretary in the more important of these centres at least, whose duty it will be to collect and file information of value to purchasing agents. It is then proposed to organize a central headquarters of the association at some convenient point.

It appears that the idea was partially inspired by the recent conference of United States purchasing agents to which Canadians were invited. Mr. Donegani states, however, that the Canadian organization will be distinct from that of the United States.

LIQUID EGGS FROM WEST COAST OF AFRICA.

(Consul General Robert P. Skinner, London, England, November 5, 1918, in United States Commerce Reports.)

The possible establishment of a new industry on the west coast of Africa, namely, the exportation of liquid eggs, has been suggested to the American Consulate General in London by Mr. Percy F. Shergold, who has furnished this office with the following data on the subject:—

Liquid eggs are imported into Great Britain from China and are very extensively used in the manufacture of flour confectionery. They are hardly a war-time innovation, as they had been largely experimented with before the war began. On account of price and supply they have been used by all the trade concerned to the extent of practically shutting out the consumption of shell eggs. The price of shell eggs is likely to remain very high for years to come; and as long as this is so the price of the liquid article must remain high, and there is a large enough margin to cover any drop in prices.

There is, so I am informed on very good authority, a cheap and good supply of eggs in Nigeria, where labour also is plentiful and cheap. The distance from Nigeria to England is only about one-half the distance from Hong Kong to England (I take Nigeria and Hong Kong as they are respectively the nearest and farthest points concerned), and this, of course, means a tremendous saving in freight.

COMPARISON OF PRICES—PREPARING THE EGGS.

I am not certain as to the price of eggs in Nigeria. Anyhow, I am positive that the price does not run higher than 40 for 1s. (24 cents), and I am pretty sure that it is very much lower than that figure, but for safety's sake assume that to be the price.

The difference in the weight of various shell eggs is considerable. English eggs may be reckoned at eight to the pound, Egyptian at sixteen to the pound—I think these are about the two limits. Therefore, assuming the West Africans are as small as Egyptians this would give $2\frac{1}{2}$ pounds for 1s.

The lowest price of Chinese liquid eggs, ex London, to-day is 1s. 6½d. (about 38 cents) per pound, and the price graduates with different houses up to 2s. 2d. (53 cents) per pound. Supposing that the prices of English shell eggs was to suddenly fall to 2d. (4 cents) each—and that is not at all likely—we should then still have 1 pound of English eggs costing 1s. 4d. (32 cents), against $2\frac{1}{2}$ pounds of Nigerian eggs costing only 1s. (24 cents).

The mode of preservation and packing, so far as I can discover, simply seems to be that the eggs are broken into a vessel and a solution of boric acid is added as a preservative. The mixture is then thoroughly stirred and put up into casks for shipment. Whether or not cold storage would have to form a part of the process I cannot really say, but care would have to be taken so that the albumen in the eggs did not coagulate on account of the heat.

There is bound to be a big demand for this product, not only in England but also on the Continent. I cannot say if any is used in America, but if so the question of freight would still remain a factor in its favour in that market.

THE SHIPPING OUTLOOK IN THE UNITED KINGDOM.

(British Board of Trade Journal.)

Sir Joseph Maclay, the British Minister of Shipping, has made the following statement in regard to the shipping outlook:—

“The termination of hostilities has eased enormously the shipping position. The shipments of munitions have ceased. Our merchant cruisers have been released for the merchant service fleet and the colliers have been demobilized. Numerous craft of all kinds, previously engaged in naval and military work, have been made available for bringing supplies to this country, and the removal of naval restrictions has meant a great speeding up of merchant shipping. The immediate effect of all these things is to increase the tonnage available for the bringing of imports to these islands by something equivalent to 10,000,000 tons of goods a year. The shipping losses having ceased and the output of tonnage continuing to increase, the position grows easier day by day. We are returning liners to their pre-war routes to bring the accumulations of cargo which are badly needed in this country (and which during the war, though in many cases already bought and paid for, had been left behind in order to concentrate shipment on the nearer, but much dearer, market of North America), and to take up the trade connections which were necessarily sacrificed in the interests of the effective prosecution of the war. The time is not far distant when it will be possible to release tonnage from requisition on a substantial scale, and so create a free market in tonnage and freight. Already the amount of space available for commercial cargo in the North Atlantic has been doubled, and instead of cargo competing for space, space is now competing for cargo.”

Asked as to the future of British shipping, Sir Joseph answered:—

“In spite of our very heavy losses, we have no reason to think that British shipping will not be fully equal to the demand likely to be made upon it. The great need of the moment is coal for export. We hope that with the release of miners from the army it will not be long before the ships which now have perforce to go out in ballast can take outward cargoes, thereby at once relieving our financial situation and reducing the cost of our import supplies. Our shipping is not by any means normal in its extent, but we are aiming at restoring the old conditions and getting rid of vexatious restrictions.”

GROWTH OF NETHERLANDS INDUSTRIES DURING THE WAR.

A review of industrial development in the Netherlands during the war, published at Amsterdam, gives the following totals (in florins) of capital issues in certain industries in Holland during the three years from September 1, 1915, to October 1, 1918:—

Metals..	32,132,000
Clothing..	7,690,000
Foods and articles of consumption (tobacco, etc.).. . . .	91,641,500
Chemicals..	15,623,000

In the two peace years 1912 and 1913 the total new issues of capital were as follows (in florins):—

Metals..	6,716,000
Clothing..	25,000
Foods and articles of consumption	15,870,000
Chemicals..	20,000

In these figures only purely Dutch factories are included.

NEW BAGDAD LINE.

(Times Trade Supplement.)

The general manager of the Bagdad Railway Company, in conversation with a British journalist at Constantinople last month, expressed the opinion that the railway might be completed to the Persian gulf in another two years. 'It is more than likely that the line will be finished in less than that period; it is, however, a matter in which the Bagdad Railway Company and its German directorship have ceased to possess a controlling voice.

When the railway is completed it will not, as it was intended to do, serve the political and strategic purposes of Germany. Although, with the exception of the break at the Bosphorus, there will be through communication between Berlin and Bagdad, the line will not pass over territory under Teutonic domination. Nor will the western terminus of the railway be Haidar Pasha, on the Asiatic shore of the Bosphorus, but a port on the Mediterranean, which will no longer form part of Turkey, but be included in the new Arab dominions, and under the protection of the Western Powers. This port is Alexandretta.

Alexandretta, "the key of the Syrian Gates"—the Beilan Pass—is the port of Aleppo, which in turn is the western centre of all travellers and merchandise making use of the Euphrates Valley route to the Persian gulf. This route is part of the most ancient and most direct channel by which the treasures of Ind reached Asia Minor and Europe. To-day the riches of the east seek the markets of the West by the Red sea and the Suez canal, and no land route can compete successfully with such ocean-borne traffic. But the wealth of northern Syria and much of the produce of Mesopotamia, as well as part of the Persian trade, which now has its outlet at Bagdad, will, given railway facilities, find its way by Aleppo to Alexandretta. Both those cities—the seaport and the desert port—have now fallen within the economic sphere of the Entente, mainly into that of Great Britain. It is one of the objects of the new Levant Company to develop the trade and resources of Syria and Mesopotamia, and for that purpose the establishment of agencies at Alexandretta, Aleppo and Bagdad are the first necessity, together with the institution of a direct steamship line between Alexandretta and the United Kingdom.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending January 24, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,507,889	131,641	287,417	1,022	1,927,969
Consolidated Elevator Co.	1,356,749	38,581	83,470	7,270	1,486,070
Empire Elevator Co.	1,133,141	131,927	114,537	50,175	1,429,780
Ogilvie Flour Mills Co.	1,155,700	50,076	241,697		1,447,473
Western Terminal Elevator Co.	1,599,120	42,479	39,521	79,531	1,760,651
G.T. Pacific	3,692,918	385,206	276,455	70,603	4,425,182
Grain Growers' Grain Co.	1,151,502	452,926	464,611		2,069,039
Fort William Elevator Co.	690,017	260,732	132,770	21,194	1,104,713
Eastern Terminal Elevator Co.	990,656	96,841	136,789		1,224,286
Northwestern Elevator Co.	752,837				752,837
Port Arthur—					
Port Arthur Elevator Co.	3,938,695	730,746	1,064,228	1,298	5,734,967
Richardson's	263,663	55,221	26,189	13,926	358,999
Canadian Government Elevator	890,444	196,785	154,989	111,751	1,353,969
Can. Govt., for account of Imperial Government				6,699	6,699
Thunder Bay	895,146	163,703	162,185	35,933	1,256,967
Davidson & Smith	102,979	185,820	134,015		422,814
Sask. Co-operative Elevator Co.	1,661,439	185,908	117,714	112,279	2,077,340
Total Terminal Elevators.....	21,782,895	3,108,592	3,436,587	511,680	28,839,754
Saskatoon Can. Govt. Elevator.....	599,643	924,433	102,544	790	1,627,410
Moosejaw Can. Govt. Elevator.....	1,132,086	591,599	57,237	*1,763	1,783,372
Calgary Can. Govt. Elevator.....	1,206,982	859,095	145,045	*21,995	2,234,995
Vancouver Can. Govt. Elevator	270,640	169,206	7,674		447,520
Total Interior Terminal Elevators.	3,209,351	2,544,333	312,500	*23,758	6,093,297
Depot Harbour.....	487,037			3,355	487,037
Midland—					
Aberdeen Elevator Co.	659,485				659,485
Midland Elevator Co.	1,521,874	3,300		*106,373	1,631,547
Tiffin, G.T.P.	1,865,769				1,865,769
Port McNicol	3,175,419	1,045	111,974		3,288,438
Collingwood	146,098				146,098
Goderich—					
Elevator & Transit Co.	871,418				871,418
Western Canada Flour Mills Co., Ltd.	677,981				677,981
Elevato & Transit Co.—Grain afloat.	540,893				540,893
Kingston—					
Montreal Transportation Co.					
Commercial Elevator Co.		Not reported.			
Port Colborne Dom. Govt. Elevator	1,984,730				1,984,730
" Maple Leaf Milling Co., Ltd.	1,286,654				1,286,654
Prescott.....					
Montreal—					
Harbour Commissioners No. 1.....	2,372,199	58,592	229,399	14,776	2,674,966
" " No. 2.....	328,625	686,487	204,656		1,219,768
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners.....	99,285	259,508	748		359,541
West St. John, N.B.	766,949	15,520	86,461		868,960
Halifax, N.S.		Not reported.			
Total Public Elevators.....	17,934,569	1,024,452	633,268	*106,373	19,713,438
Total quantity in store.....	42,926,815	6,677,377	4,382,355	*130,131	54,646,489

* Rye.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended January 24, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		35,857	172,372		208,229
No. 1 Northern		7,121,436	2,184,163	8,145,013	17,450,612
No. 2 "		3,313,442	277,376	3,126,596	6,717,414
No. 3 "		3,600,610	181,136	2,542,659	6,334,405
No. 4 Wheat		3,012,577	78,366	2,150,409	5,241,352
No. 5 "		1,709,459	29,909	647,048	2,386,416
No. 6 "		1,837,294	1,053	276,559	2,114,906
Other		1,152,220	100,280	1,046,285	2,298,785
Australian			184,696		184,696
Totals		21,782,895	3,209,351	17,934,569	42,926,815
Oats—					
No. 1 C. W.		3,611	5,292		8,903
No. 2 "		300,891	531,586	93,372	935,849
No. 3 "		565,592	402,123	33,811	1,001,526
Ex. No. 1 Feed		349,009	390,358	137,217	877,584
No. 1 Feed		379,836	530,019	164,710	1,074,565
No. 2 "		930,324	559,122	94,285	1,583,731
Other		579,329	125,833	501,057	1,206,219
Totals		3,108,592	2,544,333	1,024,452	6,677,377
Barley—					
No. 3 extra C. W.		1,139			1,139
No. 3 C. W.		1,337,147	115,004	196,852	1,649,003
No. 4 "		1,236,134	106,422	163,220	1,505,776
Feed		263,689	16,311	22,068	302,068
Rejected		340,799	34,782	111,485	487,066
Other		257,679	39,981	139,643	437,303
Totals		3,436,587	312,500	633,268	4,382,355
Flax—					
No. 1 Northwestern Canada	2,228	294,266	2,487		298,981
No. 2 C. W.	2,786	145,147	410		148,343
No. 3 "	1,657	58,418	163		60,238
Rejected			60		60
Imperial Govt.			181		181
Other	28	7,150	54	14,776	22,008
Totals	6,699	504,981	3,355	14,776	529,811
Corn					
Rye			23,758	106,373	130,131
Total quantity in store		28,839,754	6,693,297	19,713,438	54,646,489

NEW SOUTH WALES TRADE COMMISSIONER FOR LONDON.

(British Board of Trade Journal.)

The New South Wales Government have appointed a trade commissioner to represent the commercial interests of the State in London. The officer appointed is Lieut.-Colonel Hurley, who was formerly in charge temporarily of the Commercial Department of the New South Wales Agent-General's Office in London.

Addressing recently a representative gathering of members of the Sydney Chamber of Commerce and the New South Wales Chamber of Manufacturers, Colonel Hurley invited producers to avail themselves of his services, and suggested that, in the event of their desiring to enter the United Kingdom market, they should consign to him trial freights, which he would guarantee to dispose of, and for which he would render the consignors account sales accompanied by draft in payment and a report on the prospects of further business.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on January 24, 1919, with comparisons for four years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>January, 24, 1919—</i>			
Terminal elevators.....	20,782,895	7,056,859	28,839,754
Interior terminals.....	3,209,351	2,883,946	6,093,297
Public elevators in the East.....	17,393,676	1,778,869	19,172,545
Public elevators Grain afloat.....	540,893	—	540,893
Total.....	42,926,815	11,719,674	54,646,489
<i>January, 25, 1918—</i>			
Terminal elevators.....	6,390,393	6,359,350	12,749,743
Interior terminals.....	524,210	2,105,434	2,629,644
Public elevators in the East.....	9,753,008	2,666,978	12,419,986
Afloat.....	2,691,868	—	2,691,868
Total.....	19,359,479	11,131,762	30,491,241
<i>January 26, 1917—</i>			
Terminal elevators.....	21,690,532	14,320,558	36,011,090
Grain afloat.....	89,245	101,336	190,581
Interior terminals.....	3,816,910	1,542,476	5,359,386
Public elevators in the East.....	4,736,619	8,575,939	13,312,558
Total.....	30,333,306	24,540,309	54,873,615
<i>January 28, 1916—</i>			
Terminal elevators.....	22,349,903	10,310,986	32,660,889
Grain afloat.....	1,098,346	824,060	1,922,446
Interior terminals.....	1,854,848	382,911	2,237,759
Public elevators in the East.....	7,196,286	4,889,174	12,095,410
Grain afloat.....	137,869	—	137,869
Total.....	32,637,242	16,407,131	49,044,373
<i>January 28, 1915—</i>			
Terminal elevators.....	5,186,293	2,884,346	8,070,639
Afloat terminals.....	283,132	—	283,132
Interior terminals.....	1,728,267	987,353	2,715,620
Public elevators in the East.....	5,620,210	4,132,367	9,752,577
Afloat.....	113,441	—	113,441
Total.....	12,931,343	8,004,066	20,935,409
<i>January 29, 1916—</i>			
Terminal elevators.....	10,682,068	7,770,876	18,452,944
Grain Afloat.....	4,006,037	3,238,053	7,244,090
Public elevators in the East.....	5,977,186	3,637,859	9,615,045
Grain afloat.....	110,719	—	110,719
Total.....	20,776,010	14,646,788	35,422,798

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending January 24, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			67,840	67,840
C.P.R., West St. John, N.B.	18,185	182,486	22,145	222,816
Government Elevator, Port Colborne, Ont.	22,347	85,074		107,421
Aberdeen Elevator, Midland, Ont.				—
G.T.R., Depot Harbour, Ont.	112	157		269
Collingwood, Ont., G.T.R.	771,175	94,787		865,962
Montreal Warehousing Co., Montreal, Que.	42,649			42,649
Quebec Harbour Commissioners, Quebec				—
Maple Leaf Milling Co., Port Colborne, Ont.	1,104,098			1,104,098
Harbour Commissioners No. 1, Montreal, Que.	416,325	33,654	109,563	559,542
Harbour Commissioners No. 2, Montreal, Que.				—
Halifax, N.S., C.G.R.		395,825		395,825
Port McNicol, C.P.R.				—
Goderich Elevator & Transit Co.				—
Midland Elevator Co., Midland, Ont.		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.	8,313	67,808		76,121
Total	2,383,204	1,523,991	*22,145 177,403	4,106,743

* Barley.

THE DEMAND FOR FERTILIZERS IN SOUTH AFRICA.

(British and South African Export Gazette.)

SOUTH AFRICA'S NECESSITY "GREAT AND GROWING."

The latest advices from South Africa reiterate with emphasis the "great and growing" needs of agriculturists for fertilizers to keep pace with the ever-increasing output of essential foodstuffs. How pressing this necessity is may be gathered from the fact that in 1913—the last normal year—the total imports into the Union of manures and fertilizers amounted to £188,431. In 1917 they had shrunk to £45,150, or less than one-third of pre-war requirements. The impetus to this particular item of industrial production is, locally, so recent—the Saldanha Bay phosphates enterprise representing its best expression within the past five or six years—that tremendous leeway has yet to be made up by renewal of importations in bulk at the earliest possible moment, and by their sustainment for some time to come with studied regularity. Hence the rapproachments with Chile which, like the Argentine, is open to buy South African coal, and offers nitrates as return cargo. But while these importations and such like exchange of commodities are being arranged, industrialists on the spot have got busy with enlargements of enterprise. A commendable example is that set by such firms as Messrs. Wm. Bain & Co. (S.A.), Ltd., in the shape of their Reitfontein (Karoo) bone-drying and disintegrating industry, the machinery for which is driven by electric power supplied by the Victoria Falls Power Co. The resultant composition receives an admixture of the phosphates from Saldanha Bay, also nitrates of soda and potash. The latter is extracted from what is dubbed "Karoo ash" (the residue of burnt sheep-dung) in the small percentage, however, of 10 per cent; and some chemical process is now being sought to increase this percentage. The firm are, we learn, forming a separate company to coagulate this department of their many activities. Meanwhile, the net result of the latter is the out-turn of two qualities of fertilizers for maize-growing land, two for potato-producing soil, two for root crops and wheat-raising, and others for sugar cane, garden produce, and so on.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

175. **Provisions, etc.**—A commission and manufacturers' agent in Ireland claiming an influential connection throughout that country, is desirous of securing the direct representation of Canadian millers and packers and shippers of provisions, and is also interested in machinery.

176. **Glucose.**—A Liverpool company desires the addresses of Canadian manufacturers of glucose, of which they are open to purchase considerable quantities.

177. **Bolts and nuts.**—An Edinburgh company asks for the addresses of Canadian manufacturers who can supply cup square Whitworth thread bolts and nuts.

178. **Agency.**—A Belgian commission merchant who was in Antwerp for nine years as importer and exporter wishes to represent Canadian houses for any lines saleable in Belgium.

179. **Canned fruits, etc.**—A correspondent in Belgium would like to secure agencies for the sale of Canadian canned fruits, fish, beans, etc.

180. **Leather.**—A correspondent in Belgium asks for names of Canadian manufacturers of leather and leather goods, lumber and woollen goods, seeking business in that country.

181. **Fruit.**—A Belfast correspondent wishes to appoint an agent in Canada to purchase supplies of fruit and other produce for shipment to Ireland.

182. **Grain.**—A Belgian firm established in London wish to handle Canadian wheat, maize, barley, rye, oats, seeds, etc., for the United Kingdom and continental markets.

183. A French firm in Montreal about to open offices in Paris and Brussels would like to get in touch with Canadian firms requiring representation in France and Belgium. They would like to handle foodstuffs and manufactured goods. This firm have carried out very large contracts for public buildings in the province of Quebec.

184. **Pharmaceutical products.**—An Argentine firm of importers and distributors of pharmaceutical products is open to accept an agency for any Canadian pharmaceutical products.

185. **Industrial chemicals.**—An Argentine firm specializing in the importation and distribution of raw materials entering into the manufacture of pharmaceutical products desires to be placed in communication with Canadian manufacturers thereof.

186. **Powdered white lead.** An Argentine firm of paint manufacturers would like to receive quotations c.i.f. Buenos Aires for powdered white lead in casks of 200 kilogrammes net weight.

187. **Pressure gauges, thermometers, and similar accessories for freezing plants and sugar refineries.**—A Buenos Aires machinery house would like to receive prices f.o.b. New York, and, if possible, samples.

188. **Valves for steam and water.**—A Buenos Aires machinery house would like to receive prices f.o.b. New York, and, if possible, samples.

189. **Rubber irrigation hose, plain and armoured.**—A Buenos Aires machinery house would like to receive prices f.o.b. New York, and, if possible, samples.

190. **Packing.**—A Buenos Aires machinery house would like to receive prices, f.o.b. New York, and, if possible, samples.

191. **Factory equipment.**—A Western Siberian organization requires quotations and other particulars from Canadian firms in a position to supply equipment for a cotton-weaving factory with 100 looms, also heating, electric light, fire fighting, water supply apparatus for this factory.

192. **Representation for Russia.**—A Russian with business experience, who intends to open an office and warehouse in Southern Russia, would like to be put in touch with Canadian suppliers of agricultural machinery, implements, tools, electrical equipment, woodworking lathes, chisels, etc.

193. **Saw-milling equipment.**—A firm in Vladivostok, Siberia, requests quotations from Canadian firms in a position to supply frame saw outfits, steam portable winches, circular saw outfits, steam portable engines (60 to 200 horse-power). Further particulars may be had on application.

194. **Entomological supplies.**—A party in Vladivostok, Siberia, wishes to obtain from Canada 100,000 entomological pins of various sizes and 100 square sizes. Further particulars on application.

195. **Tin-plate.**—A party in Irkutsk, Siberia, is desirous of quotations from Canadian firms in a position to supply tin-plate for export.

196. An importer at Ghent is desirous of getting in touch with Canadian exporters of manufactures and produce contemplating trade with Belgium.

197. **Salmon and fruit.**—A London firm desire to get into touch with British Columbia salmon packers and fruit canners.

198. **Asbestos.**—A Lancashire correspondent wishes to get into touch with Canadian exporters of crude asbestos fibre.

199. A London firm engaged in export trade in the Mediterranean countries would like to get into touch with Canadian exporters from whom they could purchase supplies of Canadian produce and manufactures.

200. A Belgian correspondent temporarily resident in London wishes to get into touch with Canadian exporters of canned and preserved goods, cheap furniture, blankets, woven underwear, boots and other lines previously imported into Belgium from enemy countries.

201. **Woodenware.**—A Liverpool firm wish to get into touch with Canadian manufacturers of woodenware, etc., desirous of entering into business relations.

202. **Canned fruit.**—A Yorkshire firm of general produce merchants wish to get into touch with a Canadian firm of fruit canners with whom they could negotiate for their entire output.

203. A correspondent in Ireland asks for names of Canadian manufacturers of railroad ties suitable for use on the Irish railways.

204. **Salted salmon.**—A Belgian trading firm established in London wish to enter into arrangements with Canadian exporters of salted salmon in barrels for shipment to Belgium; they are also anxious to make preliminary arrangements for consignments to Sweden.

205. **Wooden boxes.**—A London firm wish to get into touch with Canadian makers of wooden boxes willing to manufacture to their specification.

206. **Foodstuffs.**—A British importing company wishes to get into communication with Canadian packers of foodstuffs with a view to trade after peace is arranged.

207. A Canadian business man of wide experience proposes to take a trip to the following ports: Honolulu, Yokohama, Vladivostok, Shanghai, Tientsin, Hong Kong, Manila, Bangkok, Singapore, Batavia, Sourabaya, Brisbane, Sydney, Melbourne, Hobart, Adelaide, Perth, Rangoon, Calcutta, Allahabad, Darjeeling, Cawnpore, Bombay, Bangalore, Madras, Colombo, Durban, Johannesburg, Pretoria, Kimberley, East London, Port Elizabeth, Cape Town. He wishes to represent a group of four or five important Canadian manufacturers of different lines.

SEAPLANES AS AN AID TO MAIL LINERS.

(Liverpool Correspondence The World's Markets.)

Undoubtedly one of the next important developments in ocean navigation will be the equipment of great mail liners with seaplanes for expediting the delivery of their letters. It has been developed that the use of seaplanes in this way is entirely feasible and would effect a considerable saving in time in the transit of overseas mails. A liner leaving New York for England, for instance, could when 300, 400 or even 500 miles west of the Irish coast send its mail to land by seaplanes which would travel four or five times faster through the air than the swiftest steamer afloat and thus a gain of twenty-four hours or so would be made in delivery of the letters to London or any other designated point.

The same procedure, of course, could be carried out by a vessel bound from this side to New York, and the mail would reach the post office there and be distributed long before the arrival of the boat in the harbour. Much, of course, would depend on the weather, since a plane in good atmospheric conditions can travel faster and cover a greater distance than otherwise, not to mention its greater immunity from disaster through the raging of the elements. It is not to be overlooked, however, that immense strides have been made in aerial navigation and that the weather has to be exceedingly bad to mar or prevent trips. All things considered the idea is declared to be fully practicable and it is held to be entirely within the bounds of possibility that letters posted in London could in this way be delivered within four days in New York, or vice versa.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

The Canadian Pacific Railway announces the following proposed sailings from West St. John, St. John, and Halifax, subject to change without notice:—

WEST ST. JOHN TO LIVERPOOL.

Titan, C.P.O.S. Lines, about February 3; *Grampian*, C.P.O.S. Lines, about February 5; *Corsican*, C.P.O.S. Lines, about February 8; *Tunisian*, C.P.O.S. Lines, about February 15; *Metagama*, C.P.O.S. Lines, about February 25.

WEST ST. JOHN TO LONDON.

Dumbridge, C.P.O.S. Lines, about January 31.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Lines, about February 2; *Tydeus*, C.P.O.S. Lines, about February 5; *Holbrook*, C.P.O.S. Lines, about February 12.

WEST ST. JOHN TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about February 12; *Montezuma*, C.P.O.S. Lines, about February 14; *Montcalm*, C.P.O.S. Lines, about February 18.

WEST ST. JOHN TO MANCHESTER.

Manchester Corporation, Manchester Line, about February 15; *Manchester Brigade*, Manchester Line, about February 22.

WEST ST. JOHN TO BELFAST.

Carrigan Head, Head Line, about February 15.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*.
Bendu, Elder-Dempster Co.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

To Auckland, *Wellington*, *Lyttleton*, *Dunedin*, *Melbourne*, and *Sydney*.
Cufic, New Zealand Shipping Co., about February 15.

ST. JOHN TO BERMUDA, ST. KITTS, DOMINICA, ST. LUCIA, BARBADOS, TRINIDAD, DEMERARA, ETC.

Chipnecto, Royal Mail Steam Packet Co., February 4; **Chaleur*, Royal Mail Steam Packet Co., February 7.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about February 20; *Amanda*, Pickford & Black, about February 24.

* Sails from Halifax.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Waterrill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Willgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Japanese Substitutes for German Toys. (See p. 249.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919



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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, February 10, 1919.

No. 785

BRITISH GOVERNMENT NOTICES AFFECTING TRADE.

Relaxation of Export Prohibitions.

The British Trade Commissioner, Montreal (Mr. G. T. Milne), has received from the Imperial Department of Overseas Trade in London, a cable despatch dated 29th January, embodying a further comprehensive list of goods for the export of which a license is no longer necessary. This list may be consulted at the commissioner's office, 367 Beaver Hall Square, Montreal, or on application to the secretary of the Board of Trade, Board of Trade Building, Montreal:—

Acetic acid.	Manganese.
Ammonia and its salts, except sulphate.	Magnetos.
Artificial abrasives.	Motor spirit.
Aspirin.	Nickel.
Axes.	Nitre.
Bags and sacks, other than nitrate bags.	Oakum.
Boilers and parts.	Oil fuel.
Bristles not of European origin.	Oil varnish.
Calcium carbide.	Oil waste
Cascara sagrada.	Packing cases, empty.
Cement.	Paraffin oil.
Chromium salts except bichromate of soda.	Petroleum and products.
Copperbars, sheets and tubes.	Platinum revolution indicators.
Cobaltchrome.	Sausage skins.
Embrocation.	Selenium.
Flax cordage and twine.	Silicon manganese.
Ferro-alloys (various).	Soda crystals.
Formic acid.	Spiegeleisen.
Gall nut extracts.	Tapers.
Hatchets.	Thorium.
Hammers.	Titanium.
Hemp.	Tungsten, except lamp filaments.
Insulating material (various).	Turpentine.
Iron and steel structural material.	Wire, barbed.
Lead compound in mixtures, not exceeding twenty per cent lead.	Wire, galvanized.
Linen.	Wood screws.
Liquorice root and juice.	X-ray apparatus.
Lubricants (various).	Zinc oxide.

Applications to export the following goods will be considered favourably:—

Dressed harness leather.	Horseflesh, pickled.
Enamelled and japanned leather.	Norwegian fish.

The British Board of Trade announce under date of January 16, that the following relaxation of the existing prohibitions of export will be brought into force as from to-day.

A.—EXPORT PROHIBITIONS.

The following is a list of the articles affected and of the changes made in the nature of the prohibitions applicable to each. In explanation of the changes it should be noted that goods on List A are prohibited to all destinations, and goods on List B to all destinations outside the British Empire, while goods on List C are prohibited only to countries neighbouring enemy countries.*

* All destinations in European and Asiatic Russia and in other foreign countries in Europe and on the Mediterranean, except France and French Possessions, Italy and Italian Possessions, Belgium, Portugal, Greece, Spain and Morocco, Palestine and Syria, as far north as a line from Alexandretta to Aleppo inclusive, and as far east as the Hejaz railway inclusive, and to all parts in any such foreign countries.

It will of course be understood that the existing position regarding trading with enemy countries is in no way affected by these modifications.

[NOTE.—Attention is called to the fact that by the proclamation of October 1, 1918, all goods, whether mentioned by name or not (except printed matter and accompanied personal effects) are prohibited on List C.]

Headings Transferred from one List to Another.

Heading.	From.	To.
Cobaltchrome and similar alloys.. . . .	A	C
Drawplates, jewelled for drawing wire.. . . .	B	C
Ferro-manganese.. . . .	B	C
Ferro-silicon.. . . .	B	C
Ferro-titanium.. . . .	B	C
Flax and linen, all goods wholly or partly manufactured of (except such as are already on List C).. . . .	A	C
Flax cordage and twine.. . . .	A	C
Gum, arabic.. . . .	A	C
Gum, tragacanth.. . . .	A	C
Gums containing caoutchouc.. . . .	B	C
Hammers not otherwise specifically prohibited.. . . .	B	C
Hemp of all kinds (including Indian hemp used in textile manufacture), Maguay fibre and manufactures thereof except Tagal braid.. . . .	A	C
Manganese and manganese ore.. . . .	B	C
Nickel, its ores and alloys.. . . .	B	C
Oakum.. . . .	B	C
Oil waste.. . . .	B	C
Packing cases, empty wooden, and their distinctive com- ponent parts, including box shooks and staves, other than such wooden packing cases as have been previously imported full and are being returned empty whether whole or in parts.. . . .	A	C
Platinum, alloys of platinum and manufactures containing platinum.. . . .	A	C
Resinous substances containing caoutchouc.. . . .	B	C
Revolution indicators suitable for air-craft.. . . .	A	C
Sacks, coal.. . . .	B	C
Selenium.. . . .	B	C
Silicon manganese.. . . .	B	C
Spiegeleisen.. . . .	B	C
Tapers.. . . .	A	C
Thorium and its alloys.. . . .	B	C
Titanium, titanium alloys and titanium ores.. . . .	A	C
Tungsten alloys.. . . .	A	C
Tungsten (except tungsten filaments for electric lamps)	A	C
Tungsten ores (including ferberite, hubnerite, scheelite and wolframite).. . . .	B	C
Wire, barbed.. . . .	A	C
Wire, galvanized.. . . .	A	C

Headings to be Transferred From One List to Another.

Heading.	From.	To.
Chromium acetate.. . . .	B	C
Chromium chlorate.. . . .	B	C
Chromium nitrate.. . . .	B	C
Hydrogen peroxide.. . . .	B	C
Manganese, peroxide of, and mixtures and preparations thereof.. . . .	A	C
Platinum, salts of.. . . .	A	C
Soda crystals.. . . .	A	C
Zirconium compounds.. . . .	A	C

Headings Altered.

Delete.	Substitute.
(A) Ammonia and its salts, whether simple or compound, and mixtures containing such salts.	(A) Ammonia, sulphate of, and mixtures containing sulphate of ammonia.
(B) Chromium, compounds of (except chromium acetate, chromium chlorate, and chromium nitrate), and mixtures containing such compounds of chromium.	(C) Ammonia and its salts not otherwise prohibited.
(A) Gall nuts and extracts thereof.	(B) Bichromate of soda.
	(C) Chromium compounds and mixtures containing such compounds, not otherwise prohibited.
	(B) Gall nuts.
	(C) Extracts of gall nuts.

NOTE.—The prohibition on the export of the following articles is removed:—

Notes of the United States Government and United States Bank notes to all destinations except the United States.

Attention is called to the fact that the removal to List "C" of "mixtures containing sulphide" does not affect lithophane, which remains on List "A" under the heading "Zinc Sulphide."

Relaxation of Import Prohibitions.

The United States War Trade Board announce, under date of January 30, that they have been informed of the following announced changes in the import regulations of Great Britain:—

The Sugar Supply Commission have announced the removal, from February 24, 1919, of all restrictions limiting the importation and sale of syrup, molasses, and other articles of like nature.

The following articles, as to which the British import prohibitions have hitherto been removed, will again be on the list of prohibited imports after March 1, 1919, and can then only be imported under special license:—

Aluminium, manufactures of.	and bundling machinery, wood, wool fibre,
Aluminium powder.	and pulp machinery, saw-sharpening and
Apparel not waterproofed.	setting machines, saw stretchers, and
Baskets and basketware.	brazing apparatus.
Baths of metal, all kinds.	Machines for grinding, planing, or moulding
Cartridges, all kinds and parts thereof.	irons.
Cement.	Mats.
Diatomite, or infusorial earth.	Matting.
Electrotypes.	Methyl alcohol.
Fatty acids.	Mops.
Fire extinguishers.	Mouth organs.
Guns, carbines and rifles.	Oilcloth.
Hats and bonnets.	Perfumery and toilet preparations.
Lawn mowers.	Photographic apparatus.
Linen yarns and manufactures thereof.	Pictures, prints, engravings, and photographs.
Machine tools, and machinery driven by power	Plaiting, all descriptions.
and suitable for use in cutting, stamping,	Plated and gilt wares.
or working metal, including lathes, grind-	Revolvers and pistols.
ing machines, milling machines, boring	Salt.
and turning mills, drilling machines,	Sawing machines.
power presses, planers, punching and	Skins and furs, manufactures of.
shearing machines, shapers, forging ma-	Slide rules for engineers and draftsmen.
chines, screw machines, cutting-off ma-	Stereoscopes.
chines, chucking machines, gear-cutting	Stoves and ranges.
machines, boring machines, centering	Straw envelopes for bottles.
machines, slotting machines.	Soap.
Machinery driven by power and suitable for	Spectacles and eyeglasses complete, not con-
use in cutting, working, or operating on	taining gold.
wood, including sawing machines of all	Time-recording instruments of all kinds, and
descriptions, general joiners, mortise,	movements and parts thereof.
tenon, boring machines, lathes and round-	Wringers and mangles.
ing machines, box and cask-making ma-	Weighing machines, scales, and balances of all
chines, and all machines accessory thereto,	descriptions.
scraping and sand-papery machines,	Vacuum cleaners.
wheelwright machinery, firewood-making	

General licenses admitting the importation into Great Britain of the following commodities without special license will be continued until July 1, 1919:—

Aerated mineral and table waters, unsweetened.	Horns and hoofs.
Almonds.	Ivory, vegetable.
Apples.	Marble.
Art, works of.	Nuts.
Bananas.	Onions.
Bladders.	Pimentoes.
Casings and sausage skins.	Rum.
Cocoa, raw.	Sugar cane.
Coffee.	Timber (dunnage used as temporary ships'
Fruit from all sources, canned, bottled, or	fittings and not entered on bills of lading).
preserved.	Tobacco, unmanufactured and manufactured,
Gum, copal.	including cigars and cigarettes.
Gum, kauri.	Wood flour, cassia and lignea.
Hides, wet and dry.	

SUGGESTED MARKET FOR AEROPLANES IN CHILE.

(*British Board of Trade Journal.*)

There is a prospect, according to H. M. Consul General at Valparaíso, of aeroplanes being used in Chile between the ports and the nitrate oficinas. At present the journey from a nitrate oficina to the port of loading involves a number of days to officials, while by air it could be accomplished in a number of hours.

It is stated that an application has already been made by a firm in Valparaíso for a British aeroplane agency.

OVERSEAS TRADE OF THE UNITED KINGDOM FOR THE YEAR 1918.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

GENERAL OBSERVATIONS.

London, January 14, 1919.—The course of overseas trade in 1918 did not vary to any extent from that of 1917, because similar conditions prevailed during the first ten months, and the armistice of November came too late to effect any visible alteration.

The policy of government control, which was first exercised to a considerable degree in 1917, was steadily extended up to the end of hostilities, with the result that outside trade was mainly confined, as regards imports, to articles which were considered necessary for the prosecution of the war and for the food and pressing requirements of the population, and, in the case of exports, to commodities which the country was able to spare, except in some cases where special efforts were made to maintain export connections with a view to the future.

The 1918 returns, unrevised, which are now issued by the Board of Trade, resulting entirely from a further heavy increase in the value of the imports, attained the colossal and unprecedented total of £1,848,767,685, made up as follows, the similar figures for 1917 and 1913 being also reproduced for purposes of contrast:—

	1913	1917	1918
Imports..	£ 768,734,739	£1,064,164,678	£1,319,338,591
Exports..	525,245,289	527,079,746	498,473,065
Re-exports..	109,575,037	69,677,461	30,956,029
Total..	£1,403,555,065	£1,669,921,885	£1,848,767,685

It should, however, at once be stated that the figures as published are quite misleading for purposes of comparison with 1917 and the preceding war years, because up to July, 1917, goods other than food "which at the time of importation were known to be the property of His Majesty's Government or the Governments of the Allies," were not included in the returns, while, similarly, export statistics did not include goods "taken from British Government stores, or those bought by His Majesty's Government and shipped on Government vessels."

In order, therefore, to obtain a clearer idea of the position, it is necessary to take into consideration a special memorandum appended to the accounts, giving details month by month of the imports of Government goods from July, 1917, to December, 1918, inclusive, according to which the aggregate value for the last half of 1917 was approximately £106,000,000, and for the twelve months of 1918 about £250,000,000.

During the same period Government British exports were valued at £9,500,000 in 1917, and £18,500,000 in 1918, with re-exports £327,000 in 1917, and about £5,000,000 in 1918.

This readjustment of import statistics very substantially affects, from the point of view of comparison, the constantly increasing valuation which has been published,

and it is known, and indeed has been announced in Parliament, that the gradually increasing value of the imports is largely due to higher prices and heavy costs of transportation, and that quantities for the year 1917 actually represented a reduction, in comparison with 1913, of about 40 per cent. This state of affairs was still further accentuated in 1918. The same conditions affected exports, but to a lesser degree.

This position is further exemplified by a study of the index numbers of wholesale prices, which are compiled and issued by several authorities, according to which the rise in the average prices of a large number of standard commodities representing foodstuffs and materials at the end of 1918 was about 127 per cent over 1913 prices, and the advance over 1917 amounted to over 10 per cent on the average.

According to one of these authorities, *The Statist*—which for some time past has continued the system of index numbers formerly compiled by the well known statistician, Mr. Augustus Sauerbeck—in estimating the cost of living in 1918, the purchasing value of a sovereign was about 8·81 shillings in comparison with the pre-war year, which means that twenty shillings had to be paid in 1918 for what could be purchased in 1913 for 8s. 10d.

IMPORTS.

Although the increased published valuation of the imports during 1918 shows a growth of about £250,000,000 in comparison with 1917, this, for reasons already referred to, does not represent the real state of affairs, because the returns for 1917 only included six months of Government goods, and as these aggregated £106,000,000, it is fair to assume that similar imports for the first half year totalled about £100,000,000, which substantially reduces the difference, and this would be further reduced by the higher prices which prevailed in 1918.

An inspection of the Board of Trade summaries, which are reproduced later on in this report, will show that, as might be expected, increases were only in the particular classes of goods which it was in the interests of the country to import, i.e. foodstuffs and raw materials, and partly manufactured articles required for war purposes and the chief industries of the country; and of the increased valuation in wholly manufactured commodities, more than half is represented by "miscellaneous," which is understood to designate munitions and similar war materials, and most of the balance by chemicals, metals and other commodities urgently needed.

Indeed it is generally understood that in view of the uncertainty of the transportation position, and in anticipation of possible submarine attacks upon an unprecedented scale, the Government considered it prudent to bring into the country very large quantities of different foodstuffs and materials as a precaution, and that enormous stocks of many of these are stored in different parts of the country at the present time.

EXPORTS.

Turning to export trade, it will be observed that while there was a shrinkage, the reduction was proportionately much heavier in re-exports than in British products, the former of which fell from £69,677,461 to £30,956,029, and the latter from £527,079,746 to £498,473,065; and while this decrease is of course to be deplored, there is a certain satisfaction in knowing that it was possible to maintain a trade of this considerable volume after four years of war.

EXCESS OF IMPORTS OVER EXPORTS.

The progress of overseas trade is most aptly illustrated by the reproduction of the totals of imports and exports month by month; and in the following table there is also shown the excess of imports over exports that throughout maintained an adverse balance, which under ordinary circumstances would have caused dire alarm, the nature of which will be better understood when it is recalled that previous to the war the

average import surplus amounted to about £130,000,000, and even then excited the criticism of economists.

	Imports.	Total Exports.	Excess of Imports over Exports.
January..	£ 90,058,714	£44,856,595	£ 54,202,119
February..	99,053,881	41,839,623	57,214,208
March..	107,235,460	39,193,842	68,041,618
April..	119,833,433	42,212,313	77,621,120
May..	125,883,581	48,367,429	77,516,152
June..	101,616,849	47,141,000	54,475,841
July..	109,192,072	45,666,704	63,525,368
August..	110,235,141	45,799,572	64,455,569
September..	97,975,297	41,881,371	56,093,926
October..	117,707,382	44,939,366	72,768,016
November..	116,868,954	46,136,529	70,732,425
December..	116,191,851	41,394,742	74,797,109
			£791,423,471

While this large debit balance is serious in so far as it is not reducible by "invisible" exports, such as shipping services, insurance, etc.—the amount of which it is not possible to surmise under present conditions—because the balance represents a debt which will have to be liquidated by means such as borrowing abroad, sales of securities abroad, or by shipment of bullion, there can be no question that it was the first duty of the country to provide means for the successful prosecution of the war and for the primary requirements of its population, and this result has certainly been accomplished in face of every kind of difficulty.

It is clear that a chief remedy is the restoration of export trade to its former position, and this is partly the reason for the agitation for the early removal of Government control over industry, trade and shipping, which is generally voiced. It is equally clear, however, that considerable time must elapse before anything approaching normal conditions is attained, and this must primarily depend upon the definite ending of the war and the resulting demobilization.

DETAILS OF IMPORTS AND EXPORTS.

It is interesting, as indicative of the lines in which trade principally ran, to reproduce the summaries according to the classification adopted by the Board of Trade, and while for purposes of comparison circumstances already alluded to must be taken into consideration as regards 1917, the practice of also reproducing similar statistics for the previous year and for the pre-war year has been continued:—

(a) Imports, Value c.i.f.

	1913.	1917.	1918.
1. Food, drink and tobacco—			
A. Grain and flour..	£ 85,494,628	£175,000,319	£154,404,011
B. Meat, including animals for food ..	56,726,411	102,398,081	174,088,292
C. Other food and drink—			
(1) Non-dutiable..	81,265,355	96,400,478	128,409,338
(2) Dutiable..	58,683,367	76,988,123	97,515,242
D. Tobacco..	8,032,562	3,923,954	18,242,807
Total, Class 1..	£290,202,323	£454,710,955	£572,659,690
2. Raw materials and articles mainly un- manufactured—			
A. Coal, coke and manufactured fuel.. £	36,700	£ 6,419	£ 430
B. Iron ore, scrap iron and steel.. . .	7,433,219	12,138,373	13,435,171
C. Other metallic ores	10,197,330	15,328,513	17,656,360
D. Wood and timber..	33,788,884	25,645,897	29,181,919
E. Cotton..	70,570,547	110,590,634	150,286,308
F. Wool..	37,736,434	51,729,188	39,659,797
G. Other textile materials	19,751,135	28,014,754	31,369,501
H. Oil seeds, nuts, oils, fats and gums.	41,576,680	75,773,198	116,643,336
I. Hides, and undressed skins.. . . .	15,067,176	18,382,830	18,844,011
J. Paper-making materials..	5,815,803	10,358,876	13,149,931
K. Miscellaneous..	39,848,536	36,829,759	28,632,277
Total, Class 2..	£281,822,444	£384,798,441	£458,859,041

(a) Imports, Value c.i.f.—Continued.

	1913.	1917.	1918
3. Articles wholly or mainly manufactured—			
A. Iron and steel and manufactures thereof.. . . .	£ 15,231,633	£ 10,782,609	£ 9,709,523
B. Other metals and manufactures thereof.. . . .	32,102,226	43,627,977	46,694,463
C. Cutlery, hardware, implements (except machine tools) and instruments.. . . .	7,378,360	4,983,026	5,785,871
D. Electrical goods and apparatus (other than machinery and uninsulated wire).. . . .	1,587,294	1,334,719	1,048,828
E. Machinery.. . . .	7,282,971	8,863,405	10,700,916
F. Ships (new).. . . .	1,587,294	1,334,719	1,048,828
G. Manufactures of wood and timber, including furniture.. . . .	3,583,187	1,326,242	2,077,047
H. Yarns and textile fabrics—			
1. Cotton.. . . .	12,249,846	3,862,050	4,938,279
2. Wool.. . . .	10,490,446	251,804	149,171
3. Silk.. . . .	15,115,381	11,420,296	17,220,607
4. Other materials.. . . .	9,129,183	8,130,591	6,440,849
I. Apparel.. . . .	5,979,673	1,365,703	1,288,442
J. Chemicals, drugs, dyes and colours.	12,905,515	28,027,543	38,543,957
K. Leather and manufactures thereof (including gloves but excluding boots and shoes).. . . .	13,430,762	11,095,586	10,337,083
L. Earthenware and glass.. . . .	4,546,267	655,440	311,775
M. Paper.. . . .	7,674,419	4,189,314	5,131,810
N. Railway carriages and trucks (not of iron), motor cars, cycles, carts, etc..	8,357,424	7,506,114	12,309,828
O. Miscellaneous.. . . .	26,523,624	71,142,352	107,474,122
Total, Class 3.. . . .	£193,602,375	£218,564,896	£280,163,797
4. Miscellaneous and unclassified.. . . .	£ 3,107,597	£ 6,090,386	£ 7,656,063
Grand total.. . . .	£768,734,739	£1,064,164,678	£1,319,337,591

(b) Exports of Produce and Manufacture of the United Kingdom, Value f.o.b.

	1913.	1917.	1918
1. Food, drink and tobacco—			
A. Grain and flour.. . . .	£ 3,561,331	£ 861,633	£ 449,439
B. Meat including animals for food.. . . .	1,238,907	268,630	120,157
C. Other food and drink.. . . .	24,410,732	11,904,047	8,013,704
D. Tobacco.. . . .	3,376,472	3,297,543	3,483,413
Total, Class 1.. . . .	£ 32,587,942	£ 16,331,853	£ 12,066,713
2. Raw materials and articles mainly unmanufactured—			
A. Coal, coke and manufactured fuel.. . . .	£ 53,659,660	£ 51,341,487	£ 52,416,330
B. Iron ore, scrap iron and steel.. . . .	410,570	111,868	85,734
C. Other metallic ores.. . . .	130,283	20,964	10,271
D. Wood and timber.. . . .	340,745	495,491	923,838
E. Cotton.. . . .	.....	.....	.....
F. Wool.. . . .	4,623,468	3,185,522	1,106,669
G. Other textile materials.. . . .	434,420	264,111	89,155
H. Oil seeds, nuts, oils, and gums.. . . .	4,468,104	8,032,047	2,755,975
I. Hides and undressed skins.. . . .	1,886,305	1,317,375	1,201,842
J. Paper making materials.. . . .	958,435	489,656	262,881
K. Miscellaneous.. . . .	2,993,002	1,903,274	1,385,531
Total, Class 2.. . . .	£ 69,904,992	£ 67,161,795	£ 60,838,226
3. Articles wholly or mainly manufactured—			
A. Iron and steel and manufactures thereof.. . . .	£ 54,291,768	£ 44,828,253	£ 36,731,455
B. Other metals and manufactures thereof.. . . .	13,279,060	10,284,611	9,009,620
C. Cutlery, hardware, implements (except machine tools and instruments).. . . .	7,972,380	4,750,777	4,388,946

(b) *Exports of Produce and Manufacture of the United Kingdom, Value f.o.b.—Con.*

	1913.	1917.	1918.
3. Articles wholly or mainly manufactured—			
D. Electrical goods and apparatus (other than machinery and uninsulated wire)	5,386,273	2,926,222	2,152,482
E. Machinery	37,012,635	19,482,924	16,062,593
F. Ships (new)	11,026,530	1,087,307	607,083
G. Manufactures of wood and timber, including furniture	2,041,640	859,923	469,801
H. Yarns and textile fabrics—			
1. Cotton	127,161,838	145,924,711	180,103,022
2. Wool	37,676,687	52,847,674	49,735,844
3. Silk	2,157,530	2,018,056	2,102,318
4. Other materials	14,827,973	16,943,970	11,048,545
I. Apparel	16,424,329	15,762,497	11,637,387
J. Chemicals, drugs, dyes and colours . .	21,974,386	23,583,139	22,740,983
K. Leather and manufactures thereof (including gloves but excluding boots and shoes)	5,648,276	4,968,007	1,545,714
L. Earthenware and glass	5,213,221	3,893,117	3,968,006
M. Paper	3,679,195	3,194,672	3,163,995
N. Railway carriages and trucks (not of iron) motor cars, cycles, carts, etc.	11,365,888	6,878,309	6,504,595
O. Miscellaneous	34,228,749	63,380,029	41,748,531
Total, Class 3	£411,368,358	£423,614,198	£403,720,920
4. Miscellaneous and unclassified	£ 11,383,997	£ 19,971,900	£ 21,847,206
Grand total	£525,245,289	£527,079,746	£498,473,065

(c) *Exports of Foreign and Colonial Merchandise, Value f.o.b.*

	1913.	1917.	1918.
1. Food, drink and tobacco—			
A. Grain and flour	£ 1,655,789	£ 952,600	£ 355,190
B. Meat, including animals for food . .	2,130,042	412,597	1,600,358
C. Other food and drink—			
1. Non-dutiable	5,630,150	3,213,445	1,087,845
2. Dutiable	6,261,706	2,650,553	934,333
D. Tobacco	264,878	236,762	52,301
Total, Class 1	£15,942,565	£7,438,957	£4,030,027
2. Raw materials and articles mainly un-manufactured—			
A. Coal, coke and manufactured fuel . .	£ 3,134	.....	—
B. Iron ore, scrap iron and steel . . .	9,249	£ 1,135	—
C. Other metallic ores	563,423	610,306	£ 692,667
D. Wood and timber	833,002	189,820	74,472
E. Cotton	9,142,914	7,683,002	23,550
F. Wool	13,574,290	3,599,598	2,409,806
G. Other textile materials	5,279,094	3,060,762	2,032,518
H. Oil seeds, nuts, oils, fats and gums .	5,669,657	4,944,633	943,227
I. Hides and undressed skins	8,410,865	3,793,395	2,034,903
J. Paper making materials	297,917	2,214	7,409
K. Miscellaneous	20,254,222	19,489,974	6,106,352
Total, Class 2	£64,037,767	£43,374,339	£14,324,904
3. Articles wholly or mainly manufactured—			
A. Iron and steel and manufactures thereof	£ 320,597	£ 503,837	£ 1,143,443
B. Other metals and manufactures thereof	8,307,950	4,822,265	1,671,001
C. Cutlery, hardware, implements (except machine tools) and instruments	1,540,579	485,476	509,619
D. Electrical goods and apparatus (other than machinery and uninsulated wire)	238,918	193,527	54,236
E. Machinery	1,306,514	361,075	222,308
F. Ships (new)	5,331	.....	—
G. Manufactures of wood and timber (including furniture)	588,917	209,237	84,735

(c) *Exports of Foreign and Colonial Merchandise, Value f.o.b.—Continued.*

	1913.	1917.	1918.
3. Articles wholly or mainly manufactured—			
H. Yarns and textile fabrics—			
1. Cotton.. . . .	2,237,848	809,086	725,113
2. Wool.. . . .	1,282,554	209,477	257,309
3. Silk.. . . .	1,768,277	1,621,798	1,567,612
4. Other materials.. . . .	2,377,298	1,704,263	697,091
I. Apparel.. . . .	841,814	149,327	70,282
J. Chemicals, drugs, dyes, and colours.	1,640,939	3,312,544	2,887,865
K. Leather and manufactures thereof (including gloves but excluding shoes and boots).. . . .	2,395,378	1,678,149	117,470
L. Earthenware and Glass.. . . .	196,063	69,004	45,247
M. Paper.. . . .	275,931	78,869	34,440
N. Railway carriages and trucks (not of iron) motor cars, carts, etc.. . .	941,724	534,989	101,526
O. Miscellaneous.. . . .	3,191,006	2,051,180	2,395,735
Total, Class 3.. . . .	£ 29,457,638	£ 18,794,103	£ 12,585,032
4. Miscellaneous and unclassified.. . . .	£ 137,067	£ 70,062	£ 16,066
Grand total.. . . .	£109,575,037	£ 69,677,461	£ 30,956,029

IMPORTS OF CERTAIN COMMODITIES, CHIEFLY AGRICULTURAL PRODUCTS, OF INTEREST TO CANADA.

As last month the Government returned to the practice of publishing monthly the figures of imports, by countries, of the principal cereals, provisions, etc., which had been discontinued in the public interest since early in 1917, it is again possible to reproduce for the year 1918 the statistics of such of these as Canada participates in.

The returns are unrevised, and also less elaborate than the final figures which are published later in the year when the Annual Statement of Trade of the United Kingdom is issued, but it is certainly advantageous to obtain the earliest possible knowledge of Canada's share of import trade in these particular lines, and as a matter of fact they are approximately correct.

Upon previous occasions it has been customary to also give, for purposes of comparison, the corresponding figures for the previous year, but under present circumstances it seems to be more interesting to contrast the results of 1918 with those of 1913, as illustrating the very great alterations in sources of supply which have taken place during the four years of war.

It will be observed that the bulk of trade has been concentrated in certain countries, and largely in the United States.

The table is supplemented by the figures showing quantities and valuation of imports from Canada alone, of the same items in 1917.

Imports of certain Agricultural Products, etc., into the United Kingdom during the Calendar Years 1913 and 1918.

	1913.		1918.	
	Quantity. Cwt.	Value. £	Quantity. Cwt.	Value. £
1. Wheat—				
Total imports.. . . .	105,878,102	43,849,173	58,029,710	53,167,786
Russia.. . . .	5,011,100	1,984,964	—	—
Germany.. . . .	447,600	162,038	—	—
United States.. . . .	34,067,944	13,953,072	24,757,610	22,674,483
Chile.. . . .	765,100	326,244	—	—
Argentina.. . . .	14,756,200	6,137,518	14,475,500	13,326,998
India.. . . .	18,766,100	7,998,552	620,300	591,170
Australia.. . . .	10,126,658	4,426,629	2,010,800	1,892,530
Canada.. . . .	21,787,900	8,803,949	15,968,700	14,499,776

Imports of certain Agricultural Products, etc.—Continued.

	1913.		1918.	
	Quantity. Cwt.	Value. £	Quantity. Cwt.	Value. £
2. Wheat meal and flour—				
Total imports.	11,978,153	6,347,771	26,359,600	35,526,683
Germany.	455,800	241,825	—	—
France.	301,700	137,803	—	—
Italy.	102,500	34,239	—	—
Austria.	99,691	74,217	—	—
United States.	6,157,644	3,247,423	17,963,100	24,029,322
Argentina.	191,300	78,173	1,200	1,460
Australia.	349,075	188,218	1,679,100	2,210,294
Canada.	4,168,563	2,261,783	5,564,700	7,671,851
3. Barley—				
Total imports.	22,439,248	8,077,100	5,025,200	5,426,012
Russia.	6,105,000	1,847,367	—	—
Denmark.	520,100	211,731	—	—
Germany.	356,600	172,557	—	—
Roumania.	1,388,800	457,830	—	—
Asiatic Turkey.	2,232,300	891,953	—	—
Tunis.	348,700	141,144	—	—
United States.	4,438,100	1,852,756	4,070,300	4,387,903
Argentina.	264,700	93,024	—	—
India.	3,619,400	1,308,478	—	—
Canada.	3,561,800	832,841	952,000	1,034,956
4. Oats—				
Total imports.	18,162,663	5,671,957	10,934,700	11,478,674
Russia.	2,784,800	865,237	—	—
Germany.	3,422,300	1,137,511	—	—
Roumania.	609,500	171,481	—	—
United States.	1,434,015	465,004	6,009,400	6,253,687
Chile.	825,600	268,765	—	—
Argentina.	6,401,700	1,892,186	1,479,500	1,600,018
New Zealand.	97,300	41,818	—	—
Canada.	2,348,000	750,693	3,409,700	3,595,961
5. Peas—				
Total imports.	1,882,433	947,296	2,180,495	5,405,696
Russia.	155,120	56,589	—	—
Germany.	222,270	149,721	—	—
Netherlands.	179,520	145,804	—	—
Japan.	149,200	114,347	—	—
India.	962,350	342,144	896,110	1,513,412
New Zealand.	185,993	114,656	—	—
Canada.	5,770	5,932	50,430	165,201
6. Maize—				
Total imports.	49,154,953	13,769,793	14,751,177	13,930,365
Russia.	1,684,100	489,993	—	—
Roumania.	1,002,300	286,600	—	—
United States.	6,879,300	1,922,772	8,040,177	7,501,288
Argentina.	38,854,073	10,851,874	3,584,000	3,473,760
Canada.	211,500	64,773	175,400	158,160
7. Bacon—				
Total imports.	4,857,890	17,428,881	10,477,948	90,409,730
Russia.	211,654	684,828	—	—
Sweden.	61,907	203,534	—	—
Denmark.	2,334,945	8,865,670	21,491	189,853
Netherlands.	185,718	633,864	—	—
United States.	1,803,371	6,122,320	8,645,313	74,536,767
Canada.	243,286	863,139	1,719,318	14,954,861
8. Hams—				
Total imports.	854,995	3,068,251	1,554,407	13,025,097
Denmark.	1,250	4,339	—	—
United States.	760,567	2,716,004	1,419,008	11,902,911
Canada.	90,082	336,695	110,147	923,090
9. Butter—				
Total imports.	4,139,028	24,083,658	1,614,625	20,225,917
Russia.	751,414	3,831,366	—	—
Sweden.	332,331	2,047,634	—	—
Denmark.	1,706,759	10,657,589	40,327	771,291
Netherlands.	153,172	921,738	9,885	164,317
France.	248,579	1,505,442	4,770	73,989
Argentina.	72,418	394,529	313,143	3,797,050
New Zealand.	251,663	1,351,285	372,572	4,599,166
Canada.	813	4,522	61,971	777,150
United States.	164	947	196,593	2,436,265
Australia.	594,552	3,219,733	550,462	6,863,614

Imports of certain Agricultural Products, etc.—Continued.

	1913.		1918.	
	Quantity. Cwt.	Value. £	Quantity. Cwt.	Value. £
10. Cheese—				
Total imports.	2,297,340	7,035,039	2,357,822	15,910,041
Netherlands.	291,895	760,089	87,896	623,696
Italy.	101,794	343,838	.....	—
United States.	22,449	67,217	472,729	3,308,257
Australia.	7,933	24,568	47,282	285,663
New Zealand.	547,182	1,685,472	610,949	3,851,540
Canada.	1,293,768	4,038,627	1,125,668	7,695,411
11. Eggs—	Gt. hunds.		Gt. hunds.	
Total imports.	21,579,950	9,590,602	2,656,415	4,621,629
Russia.	11,453,277	4,745,229	.....	—
Sweden.	384,950	183,462	.....	—
Denmark.	4,264,943	2,296,843	1,170,535	2,592,033
Germany.	513,740	215,816	.....	—
Netherlands.	977,350	490,717	.....	—
France.	702,281	326,102	.....	—
Italy.	845,789	420,914	.....	—
Austria-Hungary.	883,651	375,943	.....	—
Egypt.	1,096,539	356,627	729,807	715,170
Canada.	1,950	957	388,985	666,864
United States.	5,869	2,894	337,345	617,216
12. Canned salmon—	Cwt.		Cwt.	
Total imports.	600,560	1,764,937	689,394	5,330,429
United States.	265,817	698,018	329,334	2,219,383
Canada.	275,362	900,068	176,123	1,201,026
13. Canned lobsters—				
Total imports.	35,230	331,411	17,489	326,867
United States.	545	5,372	.....	—
Canada.	33,139	308,951	16,396	312,027
Newfoundland.	1,361	15,707	1,067	14,603
14. Wood and timber, hewn—	Loads.		Loads.	
Total imports.	928,903	4,398,478	49,588	1,092,440
Russia.	397,906	958,656	10,469	127,597
Sweden.	37,870	84,445	2,884	40,842
Norway.	29,506	76,052	246	2,665
Germany.	106,234	440,177	.....	—
United States.	346,030	1,426,667	21,870	492,145
Canada.	39,656	310,990	5,342	69,974
British East Indies.	37,008	699,256	8,745	358,429
15. Wood and timber, sawn or split (fir, pine or spruce)—				
Total imports.	6,451,023	20,181,033	1,372,801	18,568,473
Russia.	3,331,872	9,670,825	65,965	626,931
Sweden.	1,366,780	3,823,031	734,471	10,065,456
Norway.	294,053	1,067,025	307,944	3,906,575
United States.	460,525	2,098,844	116,620	2,175,797
Canada.	888,951	3,079,828	141,241	1,696,799

Imports from Canada, 1917.

	Quantity. Cwt.	Value. £
1. Wheat.	18,408,300	16,949,740
2. Wheat meal and flour.	3,955,500	5,249,777
3. Barley.	1,482,700	1,401,054
4. Oats.	2,219,500	2,211,048
5. Peas.	11,700	19,015
6. Maize.	1,635,700	1,265,049
7. Bacon.	1,767,085	11,292,514
8. Hams.	50,070	327,479
9. Butter.	33,057	343,086
10. Cheese.	1,757,949	11,509,020
11. Eggs.	Gt. hunds. 672,761	823,383
12. Canned salmon.	Cwt. 221,164	1,193,347
13. Canned lobsters.	21,053	259,293
14. Wood and timber, hewn.	Loads. 2,405	23,656
15. Wood and timber, sawn or split (fir, pine and spruce).	170,925	1,579,955

CANADA-JAPANESE TRADE.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, January, 1919.—Up until the outbreak of the war Canada was a country very little known to the average Japanese. But from the time that Canada sent her first contingent of 32,000 men to France in 1914, Japan has been giving us more attention. When Japan heard of our production of munitions and ships, she began to inquire into our resources, and was surprised to find that we were a manufacturing country, and that there were many things we made which she was importing from other countries. As a result, many Government officials and business men journeyed to Canada to learn more about us. They wanted to find out what they could buy from Canada and also what things they could sell to us. These men have come home imbued with the great possibilities that Canada has to offer as a market for Japanese goods. They also found out that there were many things which Japan could import from Canada to advantage. As a result, the trade between Canada and Japan has increased greatly, in spite of the many barriers which were in force as a result of the war.

In 1914 the imports of Canadian goods into Japan amounted to yen 1,073,023.* In 1917 they increased to yen 2,557,108, while for the first ten months of 1918 imports from Canada stand at yen 6,297,551, and for the month of last October alone our goods to the value of yen 1,469,743 were imported, or a figure greater than the whole of the imports for the year 1914.

As regards exports of Japanese products to Canada, they have increased from yen 4,994,125 in 1914 to yen 16,158,202 in 1917, while for the first ten months of this year goods to the value of yen 20,818,597 have gone forward to Canada.

Thus during the first ten months of this year, Canada has increased her exports to Japan by over 146 per cent, while Japan has increased her exports to Canada by some 70 per cent.

In looking at the products which are coming into Japan from Canada, it is interesting to note the way in which Canadian paper pulp has, in spite of export restrictions and shortage of shipping space, predominated the market during the past two years. In this connection a comparison of the imports of pulp into Japan since 1913, together with the countries of origin, will be worthy of note:—

---	1913.	1914.	1915.	1916.	1917.	1918.‡
	Kin.*	Kin.	Kin.	Kin.	Kin.	Kin.
Canada	6,875,985	4,912,459	13,060,601	9,679,293	14,414,026	25,186,199
U.S.A	2,211,572	1,820,540	3,336,419	12,993,278	5,353,342	11,929,680
Sweden	21,394,781	28,779,188	53,989,662	59,503,038	3,974,627	2,108,692
Norway	6,504,923	9,298,677	13,224,756	13,242,922	169,702	
Great Britain	4,811,331	3,010,260	4,905,497	506,845	168,344	

* 1 kin 1·32 pounds. ‡ January to October only.

Now that Canadian pulp has taken the lead in this market, and owing to the fact that the war has ended and the restrictions will soon be taken off, it should be the ambition of our pulp-mills to increase their shipments to Japan. The year's consumption of pulp in this country amounts to about 100,000 tons. Although domestic mills are enlarging their capacity with an idea of reducing imports, it is said that not more than 55,000 tons will be produced in Japan this year, so that this leaves a good market for some 45,000 tons of Canadian pulp.

* 1 yen=50 cents approximately normal exchange.

It is to be expected, now that the war has ended, that Sweden will soon be a competing factor again, but it is the opinion of Mr. K. Tsukakoshi, managing director of the Japan Chemical Paper Material Company, that Sweden will have difficulty in regaining the predominant position which Canada now holds. Before the war Sweden had very little competition, as Japan was not manufacturing to any extent, and the cost of raw materials in other countries was higher than in Sweden, but now Japanese mills have been enlarged and new ones have been established, so that it is really a question if Sweden can compete in this market under the new conditions. As Sweden imports her coal from England and her sulphur from Italy, both of which have advanced greatly in price, it is thought here that she will not be able to manufacture at low enough prices to compete successfully with Japanese and Canadian pulp in Japan.

However, the Japanese market must have more personal attention from Canadian pulp-mills in the future, if Canada is to keep this business. Up to now it has been the Japanese buyers who have shown the initiative, and who have gone after Canadian pulp because it was almost impossible to get it elsewhere. Pulp-mills in other countries send their experts out here with samples and prices, and with all the necessary information at hand to take orders and make contracts right on the ground. Some American mills keep their own representatives here permanently, but most of the Canadian pulp is being imported by Japanese import houses. This market is big enough and important enough to merit a little attention, and trips of inspection and investigation on the part of pulp exporters would go a long way towards making this market a permanent one for Canadian sulphite pulp.

Among the other articles which Japan imports in large quantities and which Canada could well supply, might be mentioned the following: malt, confectionery, wines and liquors, condensed milk, sole leather belting, animal bones, carbolic acid, caustic soda, soda ash, dynamite, printing paper and good writing papers, asbestos, gypsum, pig-iron and steel manufactures of all kinds, iron nails, rails, machinery of all kinds, tarred papers, etc.

TRADE OF GRENADA IN 1917.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, January 17, 1919.—The trade of Grenada for the year 1917 aggregated £834,531, some £40,000 less than the preceding year, but considerably above the recent average. This decline, as compared with 1916, was due to the lower market price of cocoa, the staple crop of the island. The direction of the trade will be seen from the following statement:—

Countries.	Imports.	Exports.	Total.
United Kingdom.. . . .	£ 95,681	£289,292	£384,973
Canada.. . . .	26,324	15,858	42,182
United States	157,758	162,643	320,401
Newfoundland.. . . .	12,233	.....	12,233
Other countries.. . . .	.....	.....	—
Total.. . . .	£353,978	£480,553	£834,531

IMPORTS.

The value of the imports for 1917 exceeded the highest previous record although the quantity of goods imported was less. The noticeable change taking place since 1914 is the increase in the quantity of goods imported from the United States. In that year over 40 per cent of the total imports came from the United Kingdom, the United States supplying under 30 per cent. In the year under review the percentage for the United States rose to 45 per cent, while that of the United Kingdom fell to 27 per cent. During the period the imports from Canada remained about the same.

The following table shows the imports from the United Kingdom and other countries mentioned since 1914:—

Countries.	1914.	1915.	1916.	1917.
United Kingdom	£109,162	£ 90,436	£120,881	£ 95,681
Canada	23,604	26,986	27,697	26,324
United States	81,573	86,632	128,883	157,758
Other countries . . . . .	.....	.....	.....	—
Total	£272,126	£260,495	£343,437	£353,978

IMPORTS FROM CANADA.

Total trade with Canada is increasing, though imports have remained about the same in the last three years. Some slight fluctuations in these as compared with the previous year are noticeable, the quantity of biscuit, cheese, coal, dried fish, iron manufactures and condensed milk having increased, and butter, cordage, pickled fish, oats, flour, hardware and lumber having slightly decreased. On the whole the decreases are greater than the increases, but this is only in keeping with the general decline in quantities, though total values have risen. This is particularly noticeable in the case of flour imported from Canada, where the value has increased some £3,000 and the quantity less, and the same thing occurred in coal, brooms and brushes, and a few other minor imports.

FLOUR AND FISH.

For some years before the war there was a steady annual increase in the quantity of flour imported, which rose in 1914 to 35,000 bags, but has since declined, and in 1917 was only 20,000 bags.

In fish, however, there has been no noticeable falling off in demand, as the import has remained about the same for some years with slight fluctuations, the quantity in 1917 being a little under the previous year. It is to be noted in that year that the largest quantity of dried codfish came from Newfoundland, Canada supplying the bulk of pickled fish. The value of the import from Canada and Newfoundland is greater for the latter country and is respectively £4,130 and \$12,233.

MANUFACTURED GOODS.

The value of manufactured goods imported in 1914 was £82,646, and this had increased in 1917 to £123,749. Of this Great Britain supplied £60,441, and the United States £53,332. Five years ago the supply coming from the United States valued only £12,230 in manufactured goods, and the items making up the present increase summarise as follows: Apparel is one of the principal, rising from £458 to £2,155. Small increases appear in travelling bags, beer and ale, biscuit, boots and shoes, brooms and brushes, and a considerable increase in motor cars and parts which together rose from £161 to £11,116. Chinaware increased from £17 to £771, and small increases appear in confectionery, cordage and twine. Cotton piece-goods rose from £2,211 to £9,971, and gloves, hosiery, ribbons, haberdashery, millinery and all lines of dry goods had also increases. Machinery, electrical apparatus, hardware, agricultural machinery and sewing machines increased, hardware advancing from £831 to £2,364. There were also small advances in paper, perfumery, painters' colours, stationery, furniture and parcel post. During these years the value of manufactured goods from Canada also show a small increase rising from £723 to £2,153.

The following statement will show the quantities and values of the principal articles imported into the colony in 1917:—

Article.	Quantity.	Value.
Animals, live.. . . .	.....	£ 339
Apparel.. . . .	.....	5,264
Arms, ammunitions, etc.. . . . .	.....	389
Bags and sacks, empty.. . . . doz.	9,288	8,728
Bags, travelling .. . . .	.....	112
Beer and ale.. . . . gal.	11,973	2,477
Biscuit, bread, etc.. . . . lb.	404,108	7,554
Books, printed.. . . .	.....	640
Boots and shoes.. . . . doz.	2,692	7,661
Brooms and brushes.. . . . "	1,005	363
Butter.. . . . lb.	27,409	2,629
Candles.. . . . "	26,700	949
Caoutchouc.. . . .	.....	375
Cars, motor.. . . .	.....	5,818
" " parts.. . . .	.....	6,881
Cycles, motor, bicycles, and parts, carriages and parts.. . . .	.....	726
Cattle food.. . . .	.....	2,499
Cement.. . . . tons.	1,508	5,869
Cheese.. . . . lb.	17,404	1,091
Chemicals.. . . .	.....	1,411
China and glassware.. . . .	.....	1,307
Coal and coke.. . . . tons.	867	2,714
Confectionery.. . . .	.....	510
Cordage and twine.. . . . lb.	39,686	2,545
Cotton, piece-goods.. . . . yd.	1,530,936	27,832
" hosiery and ribbons.. . . .	.....	976
" other manufactures.. . . .	.....	9,702
Cutlery.. . . .	.....	204
Electrical apparatus.. . . .	.....	267
Fish, dried, smoked and salted.. . . lb.	1,038,327	18,850
" canned.. . . .	17,227	890
" pickled.. . . . "	51,164	233
Fruit and nuts.. . . .	.....	349
Glass and glassware.. . . .	.....	1,393
Grain—corn.. . . . lb.	523,560	2,951
" oats.. . . . "	825,278	4,820
" rice.. . . . "	964,591	10,494
Flour.. . . .	4,060,663	53,146
Indian corn.. . . . "	104,260	1,025
Pulse.. . . . "	178,522	1,604
Haberdashery and millinery.. . . .	.....	7,161
Hardware.. . . .	.....	5,713
Hats and bonnets.. . . .	.....	2,553
Lard.. . . . lb.	40,972	1,682
Leather, dressed, undressed and manufactured, including sadlery.. . . .	.....	2,152
Machinery, agricultural.. . . .	.....	1,672
Machines, sewing and other.. . . .	.....	1,140
Manures, chemical and other.. . . . tons.	869	2,486
Matches.. . . . gross.	5,970	1,026
Meats, salted and cured.. . . . lb.	210,621	7,242
" other.. . . . "	13,672	991
Medicine and drugs.. . . .	.....	3,731
Metals, iron and steel manufactures.. . . .	.....	5,688
Milk, condensed.. . . . lb.	51,544	1,132
Oils, cotton seed.. . . . gal.	9,127	4,001
" olive and other edible.. . . . "	.....	1,009
" gasolene.. . . . "	28,029	2,115
" kerosene.. . . . "	91,599	4,447
Oleomargarine.. . . . lb.	91,189	3,075
Painters' colours and material.. . . .	49,435	1,260
Paper.. . . .	.....	3,737
Perfumery.. . . .	.....	703
Provisions.. . . .	.....	1,717
Salt.. . . .	.....	834
Silk—manufactures of.. . . .	.....	304
Soap, common.. . . . lb.	406,382	5,584
Spirits, potable.. . . .	.....	4,820
" methylated and perfumed.. . . . gal.	1,456	574
Stationery.. . . .	.....	1,494
Sugar, unrefined.. . . . lb.	1,726,738	17,159
Sugar, refined and candy.. . . . "	232,703	3,290

MANUFACTURED GOODS.—*Continued.*

Article.	Quantity.	Value.
Molasses.. . . . .	.....	721
Tea.. lb.	3,552	312
Cigars and cigarettes and other m'fd. tobacco..	2,669	
Vegetables, fresh..	1,973	1,973
Wines.. . . . .	.....	1,207
Wood and timber—		
Pitch Pine.. ft.	888,689	7,724
Spruce and white pine..	296,298	2,429
Shingles..	491,483	609
Furnitures, new.. . . . .	.....	1,383
Other manufactures.. . . . .	.....	1,196
Wool manufactures,—Yarn and others.. . . . .	.....	1,735
Manufactured goods, unenumerated.. . . . .	.....	7,648
Parcel post.. . . . .	.....	6,350

EXPORTS.

The exports were valued at £480,533, this amount being derived from the products of the colony itself, with the exception of the small sum of £4,104, from goods re-exported. This figure was above the average of the decade, but was a decline of nearly £54,000 as compared with the previous year. The decline occurred chiefly in raw cocoa, about the same quantity being exported, but of a statistical value less by £37,000. There was a decline of about £5,000 in raw cotton, £5,000 in raw lime juice, and £10,000 in nutmegs and mace. To offset this, gains to the value of £4,000 were made in the following products: £1,500 in concentrated lime juice, £70 in hides, the number of which was much greater, but the market price during the year was low, £500 in metals, about £800 in cotton seed, and £430 in lumber and wood manufactures. As regards the products of the colony, the report of customs does not agree in figures with the report of the Agricultural Department of the island, the returns of agriculture being made up for the crop year which ends on September 30, instead of December 30, as with the customs. From the agricultural report it appears that there has been a steady increase in the last ten years in the quantity of cocoa grown—the quantity last year amounted to 77,275 bags, that the spice crop was above the average though less than in the last three years; and that the sugar industry, which is confined to muscovado sugar and rum, shows no tendency to expand in spite of the high prices; and that the cotton crop showed a considerable reduction.

The following table taken from the Agricultural Department's report will be found interesting as showing the value of the crop of spices and cocoa for the year ending September 30:—

Year.	Cocoa (bags).*	Spices (lb.).
1910..	73,863	909,280
1911..	67,144	1,220,070
1912..	70,082	1,328,365
1913..	63,456	1,372,940
1914..	65,510	1,674,286
1915..	62,166	1,940,965
1916..	76,980	1,920,000
1917..	77,275	1,538,886

* Bags calculated at 180 pounds.

PRODUCE EXPORTED TO CANADA.

Canada took cocoa and spices to the value of £15,858, as compared with £11,518 in the preceding year, and £1,708 in 1914. The quantity of these in cwts. is as follows: Cocoa, 1,352; mace, 312; and nutmegs, 3,269.

The treasurer in his report expresses the colony's thankfulness "for the maintenance by Canada of the steamship service between Canada and the West Indies. The service, besides affording direct communication with Canada, is the only regular

steam connection between Grenada and Barbados and the Northern Islands since the withdrawal of the Royal Mail Intercolonial Service."

The following table will show the exports to all countries of the products of the colony in quantity and value:—

Article.	Quantity.	Value.
Animals and birds, living. . . . .	.....	£ 333
Bees wax. lb.	343	18
Cocoa. cwt	104,520	412,261
Cocoanuts. No.	12,059	28
Copra. cwt.	312	245
Cotton."	2,453	9,183
Eggs. doz.	839	22
Fruit, fresh and preserved. . . . .	.....	390
Hides. lb.	7,433	511
Lime juice, raw. gal.	104,617	8,384
" " concentrated."	5,650	2,800
Cotton seed. cwt.	6,199	2,347
Seeds, other than cotton."	5	50
Shells, turtle."	2	204
Spice—		
Kola nuts. cwt.	165	127
Nutmegs.	11,818	23,521
Mace. cwt.	2,048	15,397
Other kinds.	28	71
Wood. . . . .	.....	383
Unenumerated. . . . .	.....	265
Total. . . . .	.....	£476,540

TRADE CONDITIONS IN TRINIDAD IN 1918.

CANADIAN COMMERCIAL AGENT EDGAR TRIPP.

Port of Spain, January 16, 1919.—Another prosperous year in the life of this colony has been brought to a conclusion. Added to it are the blessings of peace. Trinidad has contributed her full share in money and men to the empire's cause, and many of her sons—the best of her youth—have made the supreme sacrifice, but the island itself, together with the others of the British West Indies, has entirely escaped the actual presence and ravages of war, whilst reaping the benefit of the extraordinary demand for tropical products resulting from the world conflict.

Since 1915, owing to the war, the publication of official statistics of imports has ceased, but it is known that these have decreased in volume, due not only to the high values now ruling, but to the difficulty with regard to tonnage, which, however, already appears to be offering in something like normal capacity. One good result of the difficulty of obtaining sufficient foodstuffs from abroad has been the extensive planting out of the home soil and the production of provisions locally, an industry strangely neglected formerly. This has been done to such an extent that there has been at no time an insufficiency of wholesome food, although on more than one occasion the sale of bread has ceased owing to the absence of wheaten flour. The shortage of flour would undoubtedly have been serious but for the supplies brought regularly from Canada by the subsidized steamers of the Royal Mail Steam Packet Company from Halifax and St. John, and the debt due to Canada which has paid the whole of the liberal subsidy ensuring this vital service being continued during the period of the war, is generally and gratefully acknowledged. I have been unable to obtain a statement of the quantity of flour imported during the last six months of 1918, but as showing how largely we were indebted to the Dominion, I may mention that from January 1 to June 30, out of 117,857 bags received, no less than 114,373 came from Canada, and I have no doubt that the latter half of the year will show a similar result. At December 31 there still remained about 50,000 bags of flour on order in Canada, which it is hoped will soon be in course of more free delivery. Prices here were fixed by the Food Committee at a maximum of \$14.50, which always left a fair margin of profit, but restricted profiteer-

ing during the time when the principal scarcity obtained. Latterly sales have been made at about \$13.25 per bag.

Regarding manufactured articles, the difficulty has not been, as in former years, to sell but to obtain supplies, and exceptional opportunities have offered and do offer to those in a position to meet the universal demand. New and valuable connections in business are open to those who will be first able to avail of them in almost every item of trade.

THE SUGAR TRADE.

Notwithstanding the great enhancement of price in almost every article of daily consumption, there has been no perceptible distress in the colony. On the contrary, money has seemed to be more plentiful among all classes, and the dry goods and provision establishments have had at least two record years. This is of course due to the bountiful crops and high prices of produce realized. It is true that owing to the ravages of an insect pest known as the froghopper, at least 25 per cent of the sugar canes were lost, reducing the output from 70,000 tons in 1917 to 45,000 tons in 1918; but the proceeds of the reduced quantity not only gave handsome dividends to the estate proprietors, but enabled them to pay the peasant farmers a higher price than ever before for the cane delivered by them at the mill. Much of this payment was in the form of a voluntary bonus, as a result of which it is expected that a greatly extended acreage will be cultivated by the farmers, and the total crop of the island considerably increased in the near future. For very many years the cane industry was in a most depressed condition, but since Canada initiated preferential treatment it has been gradually reviving; and now that it is announced that sugar will be included in the items on which preference will be granted by the British Government, its future seems secure, and a great era of prosperity is before it once more.

CONDITION OF THE STAPLE INDUSTRIES.

Cacao, which is now the leading staple industry, was exported in the quantity of 58,638,572 pounds which, although not quite equal to what was hoped for, has only been exceeded twice before, viz., in 1914 and 1917. Dealings were somewhat hampered by the prohibition of imports beyond a certain limit into the United Kingdom, and the difficulty of obtaining freight room for the continent, where prices ruled very high. Exporters were therefore confined almost altogether to the United States market, but on the whole values were fully maintained at a fair margin above the average of some years previously.

Cocoanuts, of which the year's shipment was 22,310,385, proved highly profitable, selling from \$32 upwards per thousand for standard size, payable at shipping place. In these days a coconut estate means a fortune.

The great oil boom is justifying itself in the results. Thus with very much to be thankful for in the immediate past, the colony looks forward in hopeful confidence to the future.

AUSTRALIAN NOTES OF COMMERCIAL INTEREST.

TRADE COMMISSIONER D. H. ROSS.

General Conditions.

Melbourne, Australia, December 24, 1918.—During the second half of the year now closing the volume of trade in Australia has perforce been considerably below normal, yet the results, measured from a profit point of view, are stated by leading importing houses to have been satisfactory.

The operations of war precaution regulations, price fixation, and war-time profits taxation, were factors influencing spot prices, while totally inadequate shipping facili-

ties and uncertain deliveries from overseas proved so disconcerting to distributors that importers have been unusually cautious in placing orders abroad.

Since the signing of the armistice, a considerable section of importers have come to a practical cessation of trade through a marked disposition to postpone the placing of orders in the expectation of easier prices and lower marine freights. Representatives of overseas manufacturers, exhibiting a sheaf of confirmatory cablegrams from their principals, emphasize that values will not decrease in the near future. Time alone can prove which contention is right in its forecast, but the policy of "waiting events" appears to have found general acceptance in Australian commerce. In the meantime speculative buyers, as apart from regular importers of considerable stocks of merchandise, in fear of a serious drop in values, are endeavouring to dispose of their holdings at rates in many instances much below landed cost.

Australia's Population Exceeds 5,000,000.

The Commonwealth statistician has announced that in September, 1918, the population of Australia (exclusive of aborigines) passed 5,000,000. Before the war it was anticipated that this point would have been reached late in 1914 or 1915, but departure of troops and the cessation of immigration caused by the war resulted in a delay of about four years.

It is interesting to note the gradual increase of the population in a country so distant from the sources of emigration in the United Kingdom and the Continent. On December 31, 1800, the population of Australia, exclusive of aborigines, was 5,217. On December 31, 1900, a century later, it had reached a total of 3,765,339. The first million was reached in 1858, seventy years after settlement was effected; the second million nineteen years later, in 1877; the third million twelve years later, in 1899; the fourth million sixteen years later, in 1906; and the fifth million thirteen years later, in 1918. Since the attainment of the first million in 1858, the average addition to the Australian population has been a million every fifteen years. With the resumption of normal conditions of immigration and the repatriation of Australians now abroad, it appears not improbable that at the next census (about the end of March, 1921) there will be in Australia a total of upwards of 5,400,000 persons.

Substantial Advance to Australian Wheat Growers on 1918-19 Crop.

A recent estimate made by the Australian Wheat Board anticipated that the surplus from the 1918-19 wheat crop, added to the carry-over from previous seasons, would aggregate 165,266,000 bushels, or approximately 4,427,000 tons of wheat (to a limited extent milled into flour) and flour being available for export. It is announced that many steamers have been released to load the purchases made by the British Government, which, however, did not buy any of the 1917-18 crop upon which the Commonwealth Government advances now total over £11,000,000.

Independent of the earlier guarantees made by several State Governments (owing to the Federal Government not having come to a decision in the matter), the Prime Minister announced on December 19 that the Commonwealth Government had decided to make an immediate advance of 4s. (97 cents) per bushel to the farmers on the 1918-19 wheat crop of recognized quality. This guarantee immediately relieved the State Governments from any liability in making advances to farmers.

The advance will involve a payment of about £13,000,000 in addition to railway freight and all expenses in handling. This expenditure will grant prompt relief to wheat growers who, through an unfavourable season, will have a much restricted production.

The Commonwealth Government and other Steamers.

In June, 1916, the Commonwealth Government purchased sixteen cargo steamers at a cost of approximately, £2,080,000. The first year's operations of this fleet showed surplus earnings of £986,382. A cable was recently received from the general manager in London that the original cost of the steamers has been paid and that over £16,000 remained to the credit of the vessels. Two of the steamers have been torpedoed.

The Commonwealth Government has also controlled the operations of a large fleet of enemy steamers interned in Australian ports at the outbreak of the war, two of which have been torpedoed. While the ruling rates of freight have been demanded by the Commonwealth line of steamers on goods shipped at oversea ports, it is emphasized that they carried exports of Australian wheat and products at considerably less than war freight rates.

Through submarine action, some of the largest passenger steamers, withdrawn from the Australian coastal trade for transport purposes, have been lost and the water carriage facilities of the Commonwealth are now much curtailed. Quite a fleet of steamers formerly employed in the Australian-New Zealand trade have also been destroyed. The new steamer *Avenger*, of 15,000 tons, built for the Canadian-Australian Royal Mail Line for the Vancouver trade, was sunk while acting as an auxiliary cruiser.

Australian shipping companies are now endeavouring to place orders for a considerable number of passenger and cargo steamers which are urgently required to make the coastal fleet again normal.

Increasing Standard Price of Gold.

As a producer and an exporter of gold, Australia has considerable interest in any proposals which may be put into practice with a view of augmenting the world's diminishing production. In 1916 countries within the British Empire contributed about two-thirds of the world's output, but for some years Australian production has shown a gradual decrease, and the figures for the eleven months of 1918 are no exception.

Returns issued by the various mines departments, and some minor official estimates, give the total Australian yield, for eleven months to the end of November as 1,339,820 fine ounces, or a decrease of 166,276 fine ounces in comparison with the similar period of 1917.

The decrease in production of gold is attributed to a marked increase in working costs, and to shortage of labour accentuated by so many miners having enlisted for active service abroad. While it is reported that the Imperial Government may purchase the whole of the gold production of the Empire for the next five years at 5s. (\$1.22) per ounce above the standard price, some prominent mining men state that even this advance is neither sufficient to attain the desired output in Australia, nor to induce the practical development of the industry.

Since the Commonwealth Government had control of its export, gold to the value of £26,766,722 has been shipped from Australia at the request of the British Government, but the countries of destination have not yet been disclosed.

The Australian Paper Trade.

On the announcement of the armistice, the regulations proclaimed by the Commonwealth Government relative to the conservation of supplies of paper and the curtailment in the consumption of newsprint in Australia, were repealed although the shortage in supplies was emphasized.

In addition to the supplies of newsprint received from British Columbia and other North American sources, some heavy shipments are arriving at Australian ports from Scandinavia. Some of this paper is in execution of orders placed a long time ago and when costs were considerably less, hence importers anticipate more than average profits on its realization in a comparatively bare market.

Some recently arrived shipments from Nova Scotia and Newfoundland, to an extent relieved trade anxieties, and an Australian steamer is announced to load newsprint at either Vancouver or Powell River in January for Commonwealth ports.

Wicker and Twine Looms for Disabled Soldiers.

To give employment, primarily to maimed soldiers, the Commonwealth Repatriation Department has purchased the patent rights for Australia and two complete looms for manufacturing wickerwork and twine chairs, couches, mats, baskets and floor coverings, as well as for making twine and fabric.

The sale was made—subject to demonstrations of efficiency—by the Australian representatives of the Lloyd Reed Loom Weaving patentees in the United States for £50,000 (£5,000 in cash and £45,000 in Commonwealth inscribed stock).

If the looms prove efficient for the work, employment for a large number of deserving men is assured, but their output will compete with a well-established local industry which has derived the benefit of high customs duties and the natural protection of ocean freights on such bulky goods. This purchase has aroused considerable criticism, but the success of the venture will likely be a matter of interest to kindred departments in other countries.

Silk Culture in Australia.

The suitability of the climate of many parts of Australia for the production of silk of the best quality has long been recognized, but hitherto it has been looked upon more in the light of an educative pastime for school children rather than as a possible addition to the industries of the Commonwealth. An effort to establish the silk industry in the state of Victoria is about to be made by a number of Syrian residents. About 3,000 acres of inferior Government land, some fifty miles from Melbourne, have been purchased for the purpose of clearing and planting it in mulberry trees. It is intended to subdivide this area into suitable-sized blocks and settle families thereon. In order to assist the enterprise the Minister of Agriculture for the state has promised to support a request that the Government, at a cost of about £150, should without delay, import sufficient mulberry trees to plant 300 acres of the land to practically demonstrate the success of the industry.

Australian Iron and Steel Bounty.

In order to encourage the establishment in Australia of factories for the manufacture of black steel sheet and galvanized sheet iron from which galvanized iron and tin plates are made, an Act to provide a bounty has been passed by the Commonwealth Parliament.

In introducing the Bill the Acting Minister of Customs stated that the proposed bounty would be on a sliding scale, according to the costs of freights to Australia. There was already a duty of £1 per ton on galvanized corrugated iron from the United Kingdom and £1 10s. per ton from other countries, while black sheets were free from the United Kingdom, with 5 per cent duty on imports from other countries.

The enactment establishes a bounty as well as a duty on galvanized sheets to assist Australian manufacturers to compete locally with competition from oversea sources. It was proposed to pay the bounty quarterly on the certificate of the British Board of Trade as to shipping freights. As shipping freights decreased the bounty

would automatically increase until the combined bounty and duty would give protection to the extent of £5 (\$24.33) per ton of 2,240 pounds. The provisions of the Act are as follows:—

Payment of the bounty may be authorized on the manufacture of sheets in Australia after 1st October, 1918; but the rates payable on sheets manufactured after the introduction of a customs tariff bringing into operation increased customs duties on steel or galvanized sheets shall be reduced by an amount corresponding to the increase in duty; and no bounty may be authorized on sheets manufactured under a contract containing a condition permitting the deduction of the amount of the bounty from the price payable for the sheets to the manufacturers. The total amount of the bounty payable in any one financial year is not to exceed £40,000, and no bounty is to be authorized after September 30, 1923. If the net profits of any person or company claiming the bounty exceed in any year 15 per cent on the capital employed in the business, the minister may withhold as much of the bounty as will reduce the net profits to 15 per cent. The minister may apply to the Arbitration Court for a declaration as to the wages and conditions of employment that are fair in the manufacture of black steel or galvanized sheets. The bounty may be withheld if the rates and conditions are below the standard prescribed by the Arbitration Court, or below those declared to be fair and reasonable under a declaration asked for by the minister from the court. Penalties are provided for false claims. The schedule provides for the expiry of the bounty on September 30, 1923, and for the total amount which may be authorized as £200,000. The rate of the bounty is as follows:—

Black steel sheets.—Rate of bounty: when freight is £2 10s. (\$12.16) per ton or under, £1 10s. (\$7.30) per ton; when freight exceeds £2 10s. per ton, £1 10s. per ton less the amount by which the freight exceeds £2 10s. per ton.

Galvanized sheets.—Rate of bounty: when freight is £2 10s. per ton or under, £2 per ton; when freight exceeds £2 10s. per ton, £2 (\$9.73) per ton less the amount by which the freight exceeds £2 10s. per ton. The rates on galvanized sheets include the bounty, if any, paid on the black steel sheets from which the galvanized sheets are made.

Australian War Pensions.

The war pensions of the Commonwealth at November 30, 1918, numbered 143,145, involving an annual liability of £4,342,337. In the various states the number of pensioners, and the amounts paid to them annually, are as follows:—

State.	Number.	Amount.
New South Wales..	45,465	£1,501,119
Victoria..	47,639	1,340,405
Queensland..	15,910	502,437
South Australia..	14,127	393,713
Western Australia..	13,910	422,651
Tasmania..	6,094	182,012
	143,145	£4,342,337

As there are many wounded men still abroad, and hundreds in the Commonwealth who are under treatment and not yet discharged, it is impossible to estimate what the ultimate total will be, although an annual liability of from £6,000,000 to £7,000,000 is not improbable.

SIBERIAN CO-OPERATIVE SOCIETIES.

In connection with a report recently published in *Bulletin* No. 781, Mr. Wilgress states that he has received a communication from the Siberian Union of Creamery Associations, referred to on page 81 in that issue, to the effect that they have changed their head office from Kurgan to Omsk.

HOW THE JAPANESE MANUFACTURE TOYS AND OTHER ARTICLES AS SUBSTITUTES FOR GERMAN GOODS.

On the title page of the *Weekly Bulletin* this week appears an illustration of toys made in Japan in imitation of German toys. These toys were made particularly for sale in Canada, but they are likely to compete in all the markets of the world. Immediately after the outbreak of the war several of the large department stores of Canada sent buyers to Japan with samples of German toys with a view to getting them imitated by the Japanese. One wholesale house in Western Canada made a collection of over 8,000 German articles. Shortly after the outbreak of the war the head of the firm took a trip through Canada picking up German articles wherever he could find them in the retail stores. He afterward went to Chicago and New York and bought German articles there. He then shipped the whole collection to a firm in Yokohama, Japan, asking them to get Japanese manufacturers to imitate them. In the case of one German jack knife which he sent over to Japan, the first Japanese imitation of it was not satisfactory. The Canadian wholesale merchants sent it back with a criticism. A second knife was returned from Japan which was better than the first but not entirely satisfactory. The knife went back and forth eight times. Finally a quantity of jack knives were shipped to Canada which the Canadian importer states was superior to the German article and cheaper. The Japanese were very ready to receive criticisms and endeavoured to satisfy the Canadian importer.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

CANADIAN COMMERCIAL AGENT, B. MILLIN.

Sydney, N.S.W., December 24, 1918.—Although trade circles are feeling the benefit of the usual Christmas trade, it cannot be said that the outlook for the immediate future is by any means clear. With the advent of peace, which was expected to clear off many commercial troubles, the state of New South Wales is apparently threatened with another drought. Although during the last week rain has fallen in scattered places, it may be said that the whole of the state requires some inches of rain. The agricultural areas are suffering severely, and as a consequence estimates for the yield of wheat anticipated have dwindled down to 15,000,000 bushels.

Merchants' purchases are now being conducted with the utmost caution, and in many lines in limited quantities. The announcement that a large amount of shipping will arrive in Australia during the next three months, and that there has been considerable reductions in freight rates and insurance premiums, with more to follow shortly, is, of course, most gratifying. Given plenty of shipping facilities, many of the troubles now besetting merchants will naturally disappear.

Successful Trawling Operations, Coast of New South Wales.

During the period of the war, operations in connection with the New South Wales State Government's scheme for the supply of fresh fish, by deep-sea trawling, were considerably interfered with, as the steam trawlers were on many occasions occupied in sweeping mines dropped from the German raider *Wolf*.

The trawlers are now working at their usual hauling grounds, and are catching large hauls of fish for the benefit of the residents of Sydney and many large country towns.

A recent haul by one of the trawlers is claimed to constitute a world's record catch of fish within the period of thirty-nine hours, when 964 baskets of fish, weighing

57,480 pounds, or 26 long tons, were caught within twenty miles of Sydney. The catch mostly consisted of flathead, which, although it cannot be classed as a first-class fish, is of very good quality, the flesh being white, firm and flaky, although somewhat dry. The firmness of the flesh makes it an excellent keeping fish. It is retailed in the state fish shops at sixpence per pound, and being very clean, there is very little waste. Specimens weighing up to twenty pounds have been caught although the average weight is from one to two pounds.

Fish-tinning operations in the state are only carried on on a very small scale.

Steel Export from Newcastle.

A Japanese steamer which has just left Newcastle, N.S.W., for the Dutch East Indies, had as portion of her freight 1,500 tons steel rods and 500 tons of steel rails. This is the first large shipment abroad from the works of the Broken Hill Proprietary Company, Newcastle.

Development of the Port of Newcastle.

Newcastle (60 miles north of Sydney) is destined by Nature to be one of the greatest industrial centres in the Commonwealth of Australia. In normal times, prior to war breaking out, it occupied the third position as regards its total trade among Australian ports.

The port is situated over a vast bed of coal which extends for many miles in every direction. In places the seam outcrops at the surface, and at the majority of the mines the shafts are comparatively shallow. The width of the seam at the sea front averages about 6 feet, but at Maitland, some twenty miles distant, it widens out to about 24 feet.

Large sums of money have been spent in dredging, reclaiming, and wharfage, and in the introduction of modern appliances for coal loading.

Unfortunately, owing to the outbreak of war, the dearth of shipping and high freights, the foreign export trade was entirely suspended. But as soon as hostilities ceased steps were taken to renew foreign trading relations, and the first steamer to load will shortly take her departure for the west coast of South America.

The inter-state coal trade and trade with New Zealand has, however, been exceedingly brisk during the last four years, being only limited by the amount of shipping available.

But it is not to the foreign trade that Newcastle will in the future look for expansion, but rather to the local demand for coal in connection with the numerous factories which have been established and are in contemplation.

This prospect is almost entirely due to the establishment of the Broken Hill Proprietary Company's steel and iron works, which were established during the war period.

Up to date the sum of £2,750,000 has been spent in connection with the works, and there are now two blast furnaces in operation, whilst a third is being erected.

Demands upon the company's iron and steel, on account of the Commonwealth and State Governments, have been so great that the early completion of the extension of the works is of growing importance to the community.

Close alongside the Broken Hill Company's works is situated the Walsh Island dockyard, owned and run by the State Government, where three steel vessels are at present being built for the Commonwealth Government for overseas trading purposes. Much of the material used is being locally manufactured.

Other large concerns drawing their supplies from the steel works which will shortly be in operation are, a steel products company, which will produce much of the rolling stock for the State railways, a large galvanized-iron and wire works, extensive coke and by-product works, a nail factory, and several engineering concerns.

A company has also been formed for the purpose of converting the slag from the steel works into cement.

Authority to pay a bounty of £200,000 over a period of five years on the production of black steel sheets and galvanized-steel sheets, divisible at the rate of £40,000 per annum, is now being sought in the Commonwealth Parliament, and if passed, will be an immense support to the establishment of the industries before mentioned.

It is confidently anticipated that the demand for coal will be very large within the next ten years, necessitating the opening up of additional coal mines in the Newcastle districts.

Australian Sugar Prospects.

Since last April the weather in Queensland and the northern part of the State of New South Wales has been most unfavourable for cane cultivation. The soil was set by the excessive rains earlier in the year, and the weather has been too dry and exceptionally cold, so that the crop now being cut is a most disappointing one. For example it may be mentioned that one district in Queensland, which cut 60,000 tons of cane in 1917, is now expected to cut only 22,000 tons. Nor are the prospects for next year good, as the young cane has suffered much. The very high rates recently fixed by the court for those engaged in sugar-cane growing are also hampering production. As a consequence Italian farmers, who work on a co-operative system, are in many cases supplanting Australian sugar growers.

Unfortunately a very large fire occurred recently at the largest refinery in Sydney, resulting in the destruction of 3,000 tons of refined sugar and the large buildings in which it was contained.

It is also stated that, principally owing to the shortage of labour, the area under cane at Fiji is also considerably restricted, and consequently only about two-thirds of the usual crop is looked for, both this year and next.

Oil Prospects in Papua (New Guinea).

A suggestion was recently made that the Imperial and Commonwealth Governments should co-operate in the development of the oil prospects in New Guinea, and, according to an official statement in the Commonwealth Parliament, the suggestion is now under consideration in the United Kingdom.

About 2,000 gallons of oil have already been obtained from the trial bores which have been put down at the instance of the Commonwealth Government, at a cost, it is stated, of £60,000.

Developing the Potash Industry.

The Sulphide Corporation, Limited, whose works are situated at Cockle Creek, fifty miles from Sydney and ten miles from Newcastle, is endeavouring to develop the potash industry in New South Wales. The right to mine deposits of alunite at Yorkes Peninsula, in the state of South Australia, has been secured, and it is estimated that the available deposits total about 1,000,000 tons. Should developments prove as favourable as is expected, the mineral will be shipped to the company's works, where the potash salts will be separated and used in the manufacture of artificial fertilizers.

Trade of Sydney, New South Wales.

For the year ended June 30 last the returns of the Sydney Harbour Trust, which entirely controls the whole of the Sydney wharfage accommodation, shows a surplus of £57,582. Notwithstanding the large falling-off in the arrivals of shipping, the financial return has considerably increased over that of the previous year, and has been obtained by increased imposts in regard to wharf charges, etc.

During the year the total number of vessels entering the port was 7,538, with a gross registered tonnage of 9,058,568, and a net tonnage of 5,320,400, a falling-off compared with the previous year of 915 vessels and 1,405,428 tons net. The goods imported during the year amounted to 3,477,653 tons, as compared with 4,045,884 tons in the previous year.

The value of oversea, interstate and state imports into Sydney was £55,371,749, as compared with £56,216,254 in the previous year. The value of oversea exports during the year was £36,288,589, as compared with £38,213,412 for the year ending June 30, 1917.

Australian Paper Industry.

At the annual convention of the New South Wales Country Press Association, which has just been held, it was stated that the new paper mills in Queensland (which have just started operations on a small scale) has produced a high grade paper pulp from blady and other grasses. It is stated that the company will be able to turn out about 20 tons of paper pulp per week. A five-ton parcel of the pulp has just been turned into prime cardboard at a Sydney paper mill, and it is stated showed a satisfactory return.

It was also announced at the convention that it was the intention of the New South Wales Government to build paper mills near Yarrangobilly, about 200 miles from Sydney, where there is a constant supply of water, and that the mills would be capable of turning out about 30,000 tons of newsprint annually. The estimated cost of the works is £250,000. Recently the Government sent local woods abroad for the purpose of manufacturing about 50 tons wood-pulp, the paper from which will be tested on the machines of the Sydney daily newspapers.

Queensland Live Stock Statistics.

An official statement has just been issued showing that the estimated number of horses in the State of Queensland at the end of last year was 733,014, the number of cattle 5,316,558, the number of sheep 17,204,268, and the number of pigs 172,699. As compared with the previous year the totals showed considerable increases, there being an increase of 35,497 horses, 550,901 cattle, 1,679,975 sheep, and 42,966 pigs. During the period of the war uniformly favourable seasons were experienced, but at the moment of writing pastoral conditions, owing to the want of rain, are very unfavourable.

Imports and Exports of Timber.

Details of timber imported to the State of New South Wales during the period July 1, 1917, to June 30, 1918:—

Articles.	Quantity.	Value.
Timber—bent, etc. super ft.	.....	£ 219
Timber—dressed, n.e.l."	101,488	1,517
Timber for making boxes or doors, being cut into shape, and dressed, etc."	211,509	1,215
Hickory, undressed."	41,836	1,550
Elm hubs. number	6,627	760
Hubs, prepared—other."	44	4
Laths, n.e.l."	5,718,960	8,244
Logs not sawn and spars in the rough. super ft.	264,911	1,987
New Zealand white pine and rimu, undressed."	32,070,829	247,644
Pickets, undressed. number	1,290	9
Picture and room mouldings. . . . ."	.....	2,647
Rims and felloes of hickory in the rough."	3,368	276
Rims, n.e.l."	120	29
Shafts, poles, bars. . . . ."	.....	340
Shingles."	1,297,713	2,454
Dressed hickory spokes."	132,931	1,535
Spokes of hickory, rough turned, but not shouldered or tenoned."	1,080	41
Staves, dressed or partly dressed, but not shaped."	6,701	209
Staves, undressed."	572,940	3,457

Imports and Exports of Timber.—*Continued.*

Articles.	Quantity.	Value.
Timber—undressed, n.e.i., in sizes less than 7 in. x 2½ in.	super ft. 21,405,770	210,992
Timber—undressed, n.e.i., less than 7 ft. 6 in. x 10 in. x 2½ in., for door stocks.	" 537,909	6,617
Timber—undressed, n.e.i., in sizes 7 in. x 2½ in. and upwards, but less than 12 in. x 6 in. . .	" 7,947,696	77,842
Timber—undressed, n.e.i., in sizes 12 in. x 6 in. and over.	" 29,683,478	251,671
3-ply veneers.	" 356,198	15,119
Veneers, n.e.i.	" 5,964	579
Timber—other, (free)	"	2

The total value of timber imported was £836,959, included in which was 92,627,588 super. feet of rough, dressed, and undressed timber, valued at £816,733.

As the publication of statistics relating to export has been prohibited by the Commonwealth Government until after March, 1919, the figures of timber exported from the State during the year under review cannot be furnished in this report.

Conditions of Timber Industry.

The timber industry generally was affected through conditions brought about by the war, the export trade in particular being seriously curtailed by the shortage of shipping.

In the earlier portion of the year forest operations were to some extent restricted by uncertain demand, but later conditions were considerably brightened by orders for shipbuilding timber, and by the substitution of native woods for many of the purposes previously met by the use of imported softwood. The year closed with a brisk demand for native timber, at prices much in advance of pre-war values.

The latest figures furnished by the statistician (1917) regarding the State saw-milling industry are as under:—

Number of establishments.	397
Value of plant and machinery.	£578,776
Number of hands employed.	4,163
Output and value { Hardwood, 88,205,000 super. ft., value.	£623,140
{ Softwood, 37,038,000 " " " "	£326,166
Totals.	125,243,000
	£949,306

CUBAN NOTES OF GENERAL INTEREST.

TRADE COMMISSIONER J. C. MANZER.

Havana, January 25, 1919.—There has been a strike on all the railways of the island, and for six days not a freight train moved on the whole island and only a very few passenger trains. The matter was finally taken up by President Menocal, who proposed a basis for settlement between the railway companies and the employees, which was accepted and the strike was terminated on January 22. All the employees who formerly received under sixty dollars a month will have an increase of twenty per cent, and all who received sixty dollars a month and upwards will get an advance of fifteen per cent. The regular weekly sailing by the steamships of the Ward Line from New York to Mexico which has been interrupted during the war will shortly be resumed. These steamers will call at Havana both going and coming.

The regular weekly sailings of the United Fruit Company's steamers between New York and Central America, calling at Havana both ways, will soon be renewed.

The Japanese steamer *Tsushima Maru* arrived at Havana this week direct from Japan via the Panama canal. The whole cargo consisting of rice, codfish, macaroni, beans, silk, hardware, glassware and other Japanese products was consigned to Havana merchants.

The customs receipts of the port of Havana for the year 1918 exceeded \$29,000,000.

TRANSFORMER SHEETS IN DEMAND FOR ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, January 7, 1919.—This office is informed that there is a great scarcity of transformer sheets on the Italian market, and an opportunity exists for introducing a Canadian product. The United States and Great Britain have been the suppliers, but stocks are now low, while at the same time a regular trade could be established as the orders for transformer sheets must be continually refilled. The following sizes are principally those in demand, and the details herewith given also show the maximum loss in watts per kilogramme:—

- (1) Transformer sheets 765 by 380 by 0.3 mm. Maximum loss in watts, 1.5 per kilogramme.
- (2) Transformer sheets 2000 by 1000 by 0.4 mm. Maximum loss, 2.8 watts per kilogramme.
- (3) Transformer sheets 2000 by 1000 by 0.5 mm. Maximum loss, 3.6 watts per kilogramme.
- (4) Transformer sheets 2000 by 1000 by 0.5 mm. Maximum loss, 3.2 watts per kilogramme (periods 50, B. 10,000).

An important British firm of import and export merchants at Milan has at present a definite inquiry for 50 tons monthly of the transformer sheets described as No. 4, and states that once business connections are made it would be prepared to take from 300 to 400 tons monthly of the various kinds specified. Quotations (preferably by cable) are asked for c.i.f. Genoa, together with a statement of time of delivery. (See Trade Inquiry No. 250, this issue.)

INSUFFICIENT PACKING OF CARGO.

(The British Trade Journal.)

Owing to the serious claims for damage and pilferage which are now constantly arising, and which are to a large extent due to insufficient packing of cargo, the Nippon Yusen Kaisha find it necessary to insert a stamped clause on all bills of lading for all descriptions of cargo, as follows: "The company will not be responsible for any loss or damage to any package or the contents of same caused by hook holes, chafage or pilferage, or attributable directly or indirectly to inferior packing nor for loss or damage however caused, to any case or its contents which is not tinned as customary."

For the information of shippers the company give the following extract from a letter from Shanghai, which exposes the method of packing now in general use in the trade from the United Kingdom to the Far East: "Claims for stains, hook holes and chafages have been greatly in excess of the normal, and the increase is directly ascribable to the inferior methods of packing to which shippers are compulsorily obliged to have resort, owing to Government restrictions. Many goods which invariably used to come forward in cases, usually tin-lined, are now arriving in bales, frequently with only one cover of gunny; also many of these bales are loosely packed (not press-packed) which renders them much more liable to hook holes and chafages than they would be if tightly packed. Some bales which used to have two gunny covers and one waterproof one, now have one or even two of these covers less. Owing to the greater ease with which loose bales can be opened (by cutting the stitches, which can easily be re-sewn) as compared with the difficulty of opening a stout wooden case and probably a tin-lining as well, pilferage has also increased very considerably. In our opinion, losses arising from the causes named above are insurable, and are, to our knowledge, being insured against by some firms." In calling attention to the above

remarks, we would add that, as has already been pointed out, bales are not now sufficiently hooped, some bales having only one hoop, others none at all.

Insufficient packing of cargo is no doubt also the cause of much pilfering. How prevalent this evil has become on the wharves of certain Australian ports was again brought prominently to the notice of the Minister of Customs at Sydney by a recent deputation from the Sydney and Brisbane Chambers of Commerce and from the Shipowners' Associations. The deputation contended that the pillaging on wharves of goods was assuming very serious proportions. Recently in Sydney the idea was conceived of forming one strong Pillage Committee, comprising the chairman of each trade association, to try and cope with the matter, and it was suggested that something might be done by providing a substantial fund, either by levy on bills of lading or by some other process, in order to subsidize or establish an independent force for policing the wharves. To this end conferences had been held with the shipping associations, which were heartily co-operating. It was pointed out to the customs minister that the State police had not the power of customs officers to board a ship or search men suspected of pillaging, because, if it were subsequently found that a man had not pillaged goods in his possession, the police might be liable for wrongfully arresting. Under the Customs Act the officers had power to search, and the deputation asked that the services of such officers be made available in order to check pillaging. The Chamber of Commerce was prepared to assist in any Government effort, either by subsidy or otherwise. The minister replied that he appreciated the necessity for the department assisting importers of goods. He was aware that commercial men had lost enormous sums through pillaging, and, even after duty had been paid on certain lines, serious losses were discovered upon opening up of these goods. He would be very pleased to co-operate with importers in the efforts now being made to check the evil, and would immediately instruct the customs officers to use every endeavour within the powers conferred upon them to prevent pillage. He would also work in with any force got together by the commercial community, as it was his duty, equally as much as that of commercial men, to protect the reputation of the Australian ports. From more recent advices we learn that the New South Wales Minister of Justice has introduced a Bill to amend the Crimes Act of 1900 in such a way that proof of theft is facilitated. In this Bill, which has been approved by the Legislative Council, on the prosecution of any person for stealing property from ships, docks, or wharves, or for receiving, evidence may be given of any writing, printing, or marks upon the goods or packages without producing or giving notice to produce the original writing, printing, or marks, and bills of lading or invoices shall be admissible in evidence of the particulars and ownership. It is, however, pointed out that the most important matter is that of the punishment of convicted offenders. If the punishment is to consist merely of fines the offences will continue, as the profits derived from the thefts enable the thieves to pay the ordinary fines without trouble. Unless drastic measures are adopted to suppress pillage by making the offence punishable by imprisonment the culprits will continue their nefarious proceedings.

THE PRODUCTION OF ALCOHOL IN CUBA.

TRADE COMMISSIONER J. C. MANZER.

Although Cuba up to the present time is not a very large producer of alcohol, yet there is a great opportunity for this country to attain a leading position in the manufacture of alcohol because of the large production of sugar on the island. From the manufacture of a ton of sugar 40 gallons of molasses (or "miel" as it is called) result, and from this 40 gallons of miel 16 gallons of alcohol of the first quality can be produced. The estimated production of sugar on the island for the present season is 4,000,000 tons. The amount of miel that would result from the manufacture of this

quantity of sugar would be 160,000,000 gallons, which would produce 64,000,000 gallons of alcohol. It is claimed that in the process of manufacturing this 160,000,000 gallons of miel into alcohol 18,800 tons of potash and 4,800 tons of nitrogen can be extracted. Efforts are now being made to establish ten plants situated at convenient locations on the island fitted with the latest improved machinery for the manufacture of alcohol. It is estimated that these ten factories can be built with sufficient capacity to handle all the miel produced in the island at a total cost of \$2,500,000 or \$250,000 for each factory. Great quantities of this miel are shipped to the United States and other countries in tank steamers and tank cars, and before the war sold as low as two cents a gallon, but during the war has been sold as high as ten cents a gallon.

The following table shows to what countries this miel was exported during five years:—

	1912. Gals.	1913. Gals.	1914. Gals.	1915. Gals.	1916. Gals.
United States	35,423,484	42,382,685	62,367,741	82,886,767	115,120,986
Holland	3,043,450	1,440,000	1,455,000	.....	—
Great Britain	17,297,476	17,127,500	20,830,256	18,328,912	13,475,473
Germany	1,225	2,556	.....	.....	—
	<u>55,765,635</u>	<u>60,952,714</u>	<u>84,652,997</u>	<u>101,215,679</u>	<u>128,596,459</u>

If the total estimated production for the season of 160,000,000 gallons of miel was sold at prices prevailing at the beginning of the war, say four cents a gallon, it would bring \$6,400,000. If this 160,000,000 gallons of miel were made into alcohol and the chemicals extracted and sold at prices that prevailed before the war, the result would be as follows, showing a gain of over \$10,000,000 over the present system of selling the miel as it comes from the sugar mills:—

64,000,000 gallons of alcohol at 20 cents	\$12,800,000
18,800 tons of potash	2,068,000
4,800 tons of nitrogen	1,920,000
	<u>\$16,788,000</u>

There are several establishments now on the island manufacturing alcohol from miel, and after supplying the local demand a considerable quantity is exported. The following table shows the exports of alcohol by Cuba for five years and the average price per gallon received each year:—

Year.	Gallons.	Total Value.	Price per Gallon.
1912	200,518	\$ 50,130	25 cents.
1913	229,478	52,871	23 "
1914	173,941	31,684	18 "
1915	418,523	193,053	46 "
1916	2,570,329	1,800,535	70 "

The exports to the different countries were as follows:—

	1912. Gals.	1913. Gals.	1914. Gals.	1915. Gals.	1916. Gals.
Costa Rica	78,879	83,812	34,696	.....	—
Nicaragua	50,343	.....	.....	.....	—
Uruguay . . . . .	.....	.....	.....	2,064	—
Germany	610	86,851	94,110	.....	—
Spain	72	.....	271	.....	1,911
Great Britain	70,614	45,625	39,804	127,921	638,333
United States . . . . .	.....	3,190	900	715	—
Holland . . . . .	.....	.....	1,000	.....	—
Canary Islands . . . . .	.....	.....	3,100	.....	—
France . . . . .	.....	.....	.....	287,823	1,930,085
	<u>200,518</u>	<u>229,478</u>	<u>173,941</u>	<u>418,523</u>	<u>2,570,329</u>

TENDERS INVITED.

Australia (Melbourne).

Melbourne, December 4, 1918.—Tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Postmaster General's Department, Commonwealth of Australia, Melbourne, for delivery at various Australian ports. These tender forms are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 17290).

All tenders, in conformity with the specifications, are to be addressed to the Deputy Postmaster-General, G.P.O., Melbourne, Australia. Particulars of the approximate requirements are briefly outlined as follows:—

No.	Date of Closing.	Particulars.
1506.	Feb. 25, 1919.—	11½ tons wheatstone transmitting and receiving tape.
1508.	Feb. 25, 1919.—	55 tons galvanized iron wire. 8½ tons galvanized steel stranded wire.
1504.	March 4, 1919.—	101 miles cable, paper insulated, lead covered. 65 miles cable, enamelled wire cotton covered, lead sheated. 9½ miles cable, silk and cotton insulated, light lead covered. 7 miles cable, silk and cotton insulated, lead taped and braided.
1511.	March 4, 1919.—	101,400 jointing sleeves.
1505.	March 11, 1919.—	925 telephones, 194 diaphragms.
1510.	March 11, 1919.—	280 miles covered and braided wire. 183 pounds assorted wire.
1509.	March 18, 1919.—	22 tons copper wire, 49 tons bronze wire.

Australia (Sydney).

Sydney, December 9, 1918.—Specifications and plans for works required by the Sydney Municipal Council, Sydney, N.S.W., have been received from Mr. B. Millin, Canadian Commercial Agent at Sydney, outlining a large quantity of materials required in the construction of electrical works.

The specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 17986).

The requirements, and dates of closing the various tenders, are briefly as follows:—

March 17, 1919..	Power transformers.
April 28, 1919..	Power-house switch gear.
May 19, 1919..	Boiler-house plant.

South Africa.

The High Commissioner of the Union of South Africa in London, England, has been requested by the South African Railways to invite tenders for the following equipment:—

Two hundred and fifty wheeled drop-sided sheep trucks, to be erected at East London.

The tender forms and full particulars are to be obtained only from the High Commissioner's Office, London, England.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending January 31, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,571,884	130,568	296,136	1,022	1,999,610
Consolidated Elevator Co.	1,381,187	34,296	82,095	10,910	1,508,488
Empire Elevator Co.	1,194,182	133,591	118,785	56,458	1,503,016
Ogilvie Flour Mills Co.	1,209,487	56,421	241,697		1,507,605
Western Terminal Elevator Co.	1,614,092	39,996	39,708	78,022	1,771,818
G.T. Pacific	3,961,878	396,565	282,257	70,740	4,711,440
Grain Growers' Grain Co.	1,158,128	450,206	463,653		2,071,987
Fort William Elevator Co.	775,344	257,913	135,356	20,518	1,189,131
Eastern Terminal Elevator Co.	1,000,352	87,135	138,591		1,226,078
Northwestern Elevator Co.	755,164				755,837
Port Arthur—					
Port Arthur Elevator Co.	4,567,705	739,978	1,126,992	1,298	6,435,973
D. Horn & Co.					
Canadian Government Elevator.	1,129,326	214,335	187,357	119,137	1,650,155
Can. Govt., for Imperial Government.				2,074	2,074
Thunder Bay	901,413	150,528	160,810	36,332	1,249,083
Sask. Co-operative Elevator Co.	1,659,816	178,153	117,699	113,869	2,069,537
Eastern-Richardson	581,308	70,699	33,428	33,492	718,927
Davidson & Smith	175,069	189,657	142,157		506,883
Total Terminal Elevators.....	23,636,335	3,130,041	3,566,721	543,872	30,876,969
Saskatoon Can. Govt. Elevator.....	592,264	976,681	114,261	†1,165 790	1,685,161
Moosejaw Can. Govt. Elevator.....	1,132,086	603,836	51,880	†4,772 *1,763 687	795,024
Calgary Can. Govt. Elevator.....	1,208,656	876,855	144,529	*20,923 1,980	2,254,656
Vancouver Can. Govt. Elevator	269,771	179,169	7,674	†1,713	456,614
Total Interior Terminal Elevators.	3,202,777	2,636,541	318,344	33,793	5,191,455
Depot Harbour.....	487,037				487,037
Midland—					
Aberdeen Elevator Co.	460,777				460,777
Midland Elevator Co.	1,501,774	3,300	*106,373		1,611,447
Tiffin, G.T.P.	1,864,269				1,864,269
Port McNicol.	2,757,720	1,045	111,974		2,870,739
Collingwood.....	146,098				146,098
Goderich—					
Elevator & Transit Co.	870,318				870,318
West Canada Flour Mills Co., Ltd.					
Elevator & Transit Co.—Grain afloat.	540,893				540,893
Kingston—					
Montreal Transportation Co.		25,192			25,192
Commercial Elevator Co.					
Port Colborne Dom. Govt. Elevator....	1,976,130				1,976,130
" Maple Leaf Milling Co., Ltd.	1,271,908				1,271,908
Prescott.....					
Montreal—					
Harbour Commissioners No. 1.....	2,374,695	64,223	228,028	14,776	2,681,722
" " No. 2.....	324,743	686,132	204,368		1,215,243
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners.	336,699	267,211	748		604,658
West St. John, N.B.	647,512	17,341	98,952		763,805
Halifax, N.S.	376,264				376,264
Total Public Elevators.....	17,086,990	1,064,444	*106,373 644,070	14,776	18,916,653
Total quantity in store.....	43,926,102	6,831,026	*106,373 4,529,135	*22,686 †7,650 562,104	54,985,077

* Rye. † Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended January 31, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		38,062	180,207		218,269
No. 1 Northern		7,564,602	2,176,859	7,938,671	17,680,132
No. 2 "		3,568,470	278,337	2,723,184	6,569,991
No. 3 "		4,013,117	174,805	2,437,181	6,625,103
No. 4 Wheat		3,378,475	76,675	1,989,994	5,445,144
No. 5 "		1,819,386	25,604	654,828	2,499,818
No. 6 "		2,017,769	3,196	349,528	2,370,493
Other		1,236,454	102,398	993,604	2,332,456
Australian			184,696		184,696
Totals.....		23,636,335	3,202,777	17,086,990	43,926,102
Oats—					
No. 1 C. W.		3,611	5,292		8,903
No. 2 "		281,131	547,415	83,944	912,490
No. 3 "		573,289	392,686	37,568	1,003,543
Ex. No. 1 Feed		347,184	421,240	135,144	903,568
No. 1 Feed		389,824	558,814	171,467	1,120,105
No. 2 "		949,894	580,391	98,865	1,629,150
Other		585,108	130,703	537,456	1,253,267
Totals.....		3,130,041	2,636,541	1,064,444	6,831,026
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 2 C. W.		1,370,192	108,014	209,313	1,687,519
No. 4 "		1,289,646	118,788	163,220	1,571,654
Feed		272,895	14,961	21,420	309,276
Rejected		549,621	54,987	111,845	496,453
Other		283,227	41,594	138,272	463,093
Totals.....		3,566,721	318,344	644,070	4,529,135
Flax—					
No. 1 Northwestern Canada.....	1,199	319,941	2,588		323,728
No. 2 C. W.	516	155,397	410		156,323
No. 3 "	359	59,297	164		59,820
Imperial Govt.			181		181
Rejected			27		27
Other		7,162	87	14,776	22,025
Totals.....	2,074	544,797	3,457	14,776	562,104
Corn			7,650		7,650
Rye			22,686	106,373	129,059
Total quantity in store.....		30,876,969	5,191,455	18,916,653	54,985,077

A SUBSTITUTE FOR LINSEED OIL IN SWEDEN.

(Journal of the Swedish Chamber of Commerce in the United Kingdom.)

A Swedish engineer has succeeded in obtaining a substitute for linseed oil from purely Swedish raw materials, which possesses all the good qualities of the genuine article. We understand that the invention has been bought and will be commercially exploited by Director E. Schelin, of Stockholm. According to statements which have appeared in the Swedish press, the invention is the result of long and patient work, and the manufacture would have started long ago but for delay in delivering the necessary machines. A start will, however, now soon be made at a provisional factory in Stockholm, and later in a larger factory outside the city. The main advantage of the invention is that it is cheap to manufacture and does not need any expensive plant, the cost of a factory capable of turning out 500 tons annually not being more than 20,000 kronor. The price of the manufactured article is very low compared with linseed oil, and will compete favourably with the latter even under normal conditions.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on January 31, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
Terminal elevators.....	23,636,335	7,240,634	30,876,969
Interior terminals.....	3,202,777	1,988,678	5,191,455
Public elevators in the East.....	16,546,097	1,829,663	18,375,760
Public elevators Grain afloat.....	540,893	—	540,893
Total.....	43,926,102	11,058,975	54,985,077
<i>February 1, 1918—</i>			
Terminal elevators.....	5,927,821	6,678,557	12,606,378
Interior terminals.....	826,878	2,344,556	3,171,434
Public elevators in the East.....	8,307,252	2,735,427	11,042,679
Afloat.....	2,691,868	—	2,691,868
Total.....	17,753,819	11,758,540	29,512,359
<i>February 2, 1917—</i>			
Terminal elevators.....	22,413,326	14,548,625	36,961,951
Grain afloat.....	89,245	101,331	190,576
Interior terminals.....	4,728,988	1,931,822	6,660,810
Public elevators in the East.....	4,469,159	8,024,537	12,493,696
Total.....	31,700,718	24,606,315	56,307,033
<i>February 4, 1916—</i>			
Terminal elevators.....	22,278,608	10,536,253	32,814,861
Grain afloat.....	1,690,386	824,060	2,514,446
Interior terminals.....	1,945,808	413,059	2,358,867
Public elevators in the East.....	6,912,140	4,768,505	11,680,645
Grain afloat.....	120,843	—	120,843
Total.....	32,947,785	16,541,877	49,489,662
<i>February 4, 1915—</i>			
Terminal elevators.....	5,364,446	2,871,107	8,235,553
Afloat terminals.....	283,132	—	283,132
Interior terminals.....	1,680,754	976,212	2,656,966
Public elevators in the East.....	5,300,565	3,824,142	9,124,707
Afloat.....	113,441	—	113,441
Total.....	12,742,338	7,671,461	20,413,799
<i>February 5, 1914—</i>			
Terminal elevators.....	10,874,206	7,808,065	18,677,271
Afloat.....	4,057,784	3,265,160	7,322,944
Public elevators in the East.....	5,968,624	3,510,562	9,479,186
Afloat.....	110,719	—	110,719
Total.....	21,011,433	14,578,787	35,590,120

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending January 29, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			59,440	59,440
C.P.R., West St. John, N.B.	18,185	257,224	*24,800	300,209
Government Elevator, Port Colborne, Ont.				
Aberdeen Elevator, Midland, Ont.	339,451	85,074	21,050	445,575
G.T.R., Depot Harbour, Ont.				
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,507	94,787		859,294
Quebec Harbour Commissioners, Quebec	42,649			42,649
Maple Leaf Milling Co., Port Colborne, Ont.				
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	99,857	549,836
Halifax, N.S., C.G.R.	7,491			7,491
Port McNicol, C.P.R.	958,604	41,064		999,668
Goderich Elevator & Transit Co.				
Midland Elevator Co., Midland, Ont.		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.				
Total	3,652,255	1,176,160	*24,800 180,347	5,033,562

* Barley.

MODIFICATION OF BRITISH ORDER ON IMPORTED APPLES.

(United States Commerce Reports.)

A cablegram of January 18 from Consul General Skinner, at London, states that the Ministry of Food has noted the representations that case and barrel apples of the same dimensions have different weights, and is issuing an amended order providing that importers shall be permitted to sell apples either by the barrel or box or by weight.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

208. **Carpet broom handles.**—A London firm desires quotations from Canadian manufacturers who can make regular shipments of carpet broom handles 1-inch by 42-inch, slightly tapered and shaped on top, to South Africa; maple preferred. Prices f.o.b. Canadian ports from which South African steamers sail.

209. **Glace kid, box calf and willow calf.**—A company of tanners and leather factors in the east of England, whose travellers cover the whole of the country, are desirous of securing the agency of a Canadian manufacturer of glace kid, box calf and willow calf.

210. **Birch.**—A Manchester firm is open to purchase large quantities of birch suitable for manufacture of spools.

211. **Staves.**—A Manchester firm wishes to purchase dressed staves for cooperage trade, also cut oak heads. Would be prepared to represent a manufacturer.

212. **Oak sleepers.**—A commission house in London, England, has received an inquiry from the Italian Government for 3,000,000 railway oak sleepers and would like to receive offers from Canadians. Sample sleepers of Douglas fir might be submitted as possible substitutes for oak sleepers. Full information regarding prices on board ship should be given.

213. **Casein.**—The English office of a French company invites offers from Canadian manufacturers of casein for industrial purposes.

214. **Baling wire.**—A Glasgow firm would like to receive offers of annealed baling wire in bundles of about 50 pounds, 14 B.G. (and other suitable gauges), 10-ton lots, with a view to business as soon as conditions permit. Also five tons new or defective wire suitable for bundling purposes, 4, 6 and 6 B.G.

215. **Tram ticket boards.**—A Glasgow firm makes inquiry as to the possibility of procuring from Canada boards for tram tickets, .012-inch thick, 30½-inch or 25½-inch wide. Further specifications may be obtained from the Department of Trade and Commerce, Commercial Intelligence Branch, Ottawa.

216. **Fencing wire.**—A Glasgow firm makes inquiry for 10 tons of Nos. 6, 7 and 8 galvanized fencing wire, and No. 4.3-inch and 4.6-inch galvanized barbed wire. Further specifications may be obtained from the Department of Trade and Commerce, Commercial Intelligence Branch, Ottawa.

217. **Cereal foods, condensed milk, and commodities of interest to wholesale grocery trade.**—A Glasgow firm wishes to hear from exporters of the above with a view to business as soon as conditions permit.

218. **Canned meats and fruits.**—A Glasgow house desires to hear from exporters of canned meats and fruits with a view to business as soon as conditions permit.

219. **Bentwood chairs.**—A Glasgow firm would like to receive offers of above, which they stocked in large quantities before the war.

220. **Wire rods.**—A Coatbridge firm would like to receive offers of 500 tons of wire rods, 5 and 6 gauge in coils of about 150 pounds, with a view to business as soon as conditions permit.

221. **Bolts and nuts.**—A Glasgow firm wishes to communicate with manufacturers of the above, with a view to business as soon as conditions permit.

222. **Canned salmon.**—A Glasgow firm, who are opening a department for the handling of canned goods, wish to be placed in touch with exporters with a view to business as soon as conditions permit.

223. **Gallon apples, canned fruits and vegetables.**—A Glasgow firm who are opening a department for the handling of canned goods wish to be placed in touch with exporters with a view to business as soon as conditions permit.

224. **Tanning materials.**—A Glasgow firm wishes to get into touch with exporters of the above.

225. **Wire nails, brads, staples and dowels.**—A Glasgow firm will be in the market for 25 tons made up of various quantities of the above, as soon as conditions permit shipments. Specifications may be obtained from the Department of Trade and Commerce, Commercial Intelligence Branch, Ottawa.

226. **Blue annealed or black polish painted iron or steel hoops.**—A Glasgow firm makes inquiry for about 30 tons of the above as soon as conditions permit shipment. Specifications may be obtained from the Department of Trade and Commerce, Commercial Intelligence Branch, Ottawa.

227. **Builders' hardware.**—A commission firm in Barbados would like to be appointed agent for a firm in Canada manufacturing builders' hardware and agricultural implements.

228. **Aluminium ware.**—A commission firm in Barbados would like to represent a Canadian firm manufacturing aluminium and enamelled ware.

229. **Fish.**—A firm in Barbados in commission business wishes to represent a Canadian firm shipping dried codfish.

230. **Pickled fish and pickled meats.**—A commission firm in Barbados is in a position to represent a Canadian firm exporting fish and pickled meats.

231. An engineering agent with English training and long experience in South Africa is prepared to take up Canadian agencies in machinery or specialties.

232. **Iron and steel.**—A South African agent with good South African experience is prepared to take up the representation of Canadian firms in iron and steel and their manufactures.

233. **Water meters.**—A Johannesburg engineering firm is seeking an agency for water meters. Illustrations, reading matter, and agency proposition requested in first communication.

234. **Specialty agencies.**—An old-established agency firm calling on the jewellery trade is prepared to take up any special line which can be sold to jewellers. Full particulars, such as catalogues, price lists, and when possible, samples, are requested with first correspondence.

235. **Mining supplies.**—A Johannesburg firm making a specialty of supply to the mines, is prepared to take up the representation of any supply except machinery. Carbide, chemicals, shovels, hammers, pickaxes, belting and such lines are of special interest.

236. **Household supplies.**—A Johannesburg firm, specializing in household supplies, ask for catalogues, price lists, and other details from Canadian manufacturers of pianos, organs, tables, chairs, furniture, packed k.d.s., enamelware, sewing machines, castors, locks and other lines.

237. **Lawn mowers.**—A Johannesburg firm ask for catalogues and price list of Canadian-made lawn mowers.

238. **Agencies.**—A South African commission agent well established with branch offices in several centres of South Africa, is prepared to take up Canadian agencies in special lines such as tools, all kinds, ploughs, hardware, all kinds, table, chairs, furniture, k.d.s., and paint and varnish.

239. **Catalogues and price lists.**—A firm of wholesale jobbers ask for Canadian catalogues and price lists on all lines suitable for the general wholesale dealer.

240. **Catalogues and price lists.**—A Durban wholesale firm ask for catalogues and price lists in all lines of hardware, tools, agricultural implements, brushware and kindred lines.

241. **Agencies.**—A Durban commission agent with a well-established Natal connection is prepared to take up Canadian representation in such lines as hardware, iron and steel, wire, paper bags, wrapping paper, grease-proof paper, foodstuffs, canned goods and proprietary lines.

242. **Mining supplies.**—A Johannesburg firm of engineering agents who make a specialty of mining supplies, request correspondence from Canadian manufacturers of mining machinery, light rails, ballbearings, engineering specialties, leather and balata belting, shovels and other lines of mining material.

243. **Catalogues and price lists.**—A Durban firm asks for correspondence, including catalogues and price lists of household utensils, hardware, tools, iron and steel, carriage and wagon material all kinds, brushware, and other lines for hardware trade.

244. **Agencies.**—A Johannesburg agent with twenty years' experience on the Rand is prepared to take up at once agencies in hardware, shovels, tools, disinfectants, proprietary lines and foodstuffs.

245. A firm of commission merchants in Antwerp, Belgium, would like to get into touch with Canadian exporters of grain, seed, oil, feeding-stuffs, beans, peas and provisions.

246. **Food products.**—A Paris agent would like to be put in touch with Canadian exporters of all kinds of food products such as canned salmon, sardines, crabs, fruits, jams, etc. He would buy either on his own account, or as a commission agent, and would like to have prices c.i.f. French port, samples, date of delivery, state of commission and all information about quality.

247. **Agency.**—An agent desires to obtain the Canadian representation in France of furs, woollens, papers.

248. **Fish and alimentary products.**—An important firm in Brittany would like to represent Canadian firms exporting canned salmon, canned lobster and foodstuffs.

249. **Agency.**—An agent is willing to accept the general agency in France of Canadian firms of canned fish and dried fruit.

250. **Transformer sheets.**—An important British firm of import and export merchants at Milan inquires for transformer sheets. (For particulars see note in this issue of the *Weekly Bulletin*, page 254.)

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

The Canadian Pacific Railway announces the following proposed sailings from West St. John, St. John, and Halifax, subject to change without notice:—

WEST ST. JOHN TO LIVERPOOL.

Tunisian, C.P.O.S. Lines, about February 15; *Corsican*, C.P.O.S. Lines, about February 18; *Metagama*, C.P.O.S. Lines, about February 22; *Empress of Britain*, C.P.O.S. Lines, about March 1; *Scotian*, C.P.O.S. Lines, about March 3; *Melita*, C.P.O.S. Lines, about March 8.

WEST ST. JOHN TO LONDON.

Dunbridge, C.P.O.S. Lines, about March 19.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Holbrook, C.P.O.S. Lines, about February 12; *Tydeus*, C.P.O.S. Lines, about February 18.

WEST ST. JOHN TO GLASGOW.

Montcalm, C.P.O.S. Lines, about February 12; *Cassandra*, Anchor-Donaldson Line, about February 16; *Montezuma*, C.P.O.S. Lines, about February 19.

WEST ST. JOHN TO MANCHESTER.

Manchester Corporation, Manchester Line, about February 15; *Manchester Brigade*, Manchester Line, about February 22.

WEST ST. JOHN TO BELFAST.

Carrigan Head, Head Line, about March 1; *Fanad Head*, Head Line, about March 12.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about March 15.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*. A steamer, Elder-Dempster Co., early March.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

To Auckland, *Wellington*, *Lyttleton*, *Dunedin*, *Melbourne*, and *Sydney*. *Cific*, New Zealand Shipping Co., about February 15.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about February 20; *Amanda*, Pickford & Black, about February 24.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaia street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address, Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly ;
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly ;
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1912, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The fiscal pier at Vera Cruz, Mexico. The city of Vera Cruz is the premier port of the Republic, and the natural gateway of the country through which passes more than one-half of the foreign marine trade, and approximately one-quarter of the total imports and exports. (See p. 294.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, February 17, 1919.

No. 786

OPPORTUNITIES FOR CANADIAN MANUFACTURERS TO GET BUSINESS IN SOUTH AFRICA.

Following is an extract from a letter of Mr. Lloyd Harris in London to Sir Thomas White, dated January 20, 1919:—

“The South African representatives state that they think Canada's trade with South Africa could be very largely extended; that they will have to purchase enormous quantities of goods from the United States; and that they would prefer to have these purchases made from Canada. In order to carry out a scheme of this kind, it would be necessary, of course, to provide satisfactory shipping facilities. Canadian manufacturers should be advised of trade opportunities in South Africa and urged to send their representatives there for the purpose of making trade connections. It will require an enormous amount of railway equipment of all kinds, mining machinery, agricultural implements, clothing, etc. They say that they have no ambition at the moment of making South Africa a manufacturing country and are therefore in a position to secure their requirements from other countries and preferably from within the Empire.”

It may be noted that Canadian manufacturers are constantly being advised of opportunities in South Africa by the Canadian Trade Commissioner in Cape Town, Mr. W. J. Egan, who is a most energetic worker. Almost every number of the *Weekly Bulletin* for the past four years has contained a report from Mr. Egan giving information about the great opportunities in South Africa. Mr. Egan's reports have not been mere generalities. He has given exact descriptions of the goods required and the demand for them. In many cases he has sent illustrations, which have been published in the *Weekly Bulletin*.

Every mail from South Africa has brought trade inquiries for Canadian manufactured articles handed to Mr. Egan by South African importers. In the present number of the *Weekly Bulletin* there are twenty-seven trade inquiries from Mr. Egan. This week's trade inquiries from South Africa include the following articles: Agricultural and dairy implements, ammunition, asbestos sheet, baker's supplies, binder twine, bitumen, bolts, box shooks, boards (three ply), boards (wall), butchers' supplies, blocks (round, square and rectangular), cans (heavy milk), cart and carriage material, dairy supplies, disinfectants, doors (wood and metal), electric material, electric irons, electric household appliances, engines, enamelware, fertilizers, foodstuffs, furniture shipped k.d.s., general proprietary lines, handles, hardware, iron and steel, kitchen utensils, lanterns, lead (white), locks, machines, sewing machinery, metal windows, nuts (iron), organs, panels, piping, shovels, school requisites, small wares, sprays, staves, tar (blast furnace), tar (refined coal), wall paper, wheelbarrows, windows, wire.

Mr. Egan also sends from time to time information about the requirements of South African Government Railways and other government departments. He has devoted particular attention to the equipment required by the mining industry.

Canadian manufacturers who read the *Weekly Bulletin* regularly are well acquainted with the opportunities in South Africa and even in war time many of our

manufacturers did good business in that market until, unfortunately, ships were withdrawn owing to war conditions, and trade was temporarily almost at a standstill.

Mr. Egan has received and answered thousands of letters from Canadian manufacturers. The Commercial Intelligence Branch in Ottawa is constantly receiving letters from Canadian manufacturers asking for the addresses of the South African Trade inquiries published in the *Weekly Bulletin*. Some of the most important firms in Canada have shown an interest in the South African trade and if ships are available there is no doubt that Canadian manufacturers will get many large orders.

However, the statement made to Mr. Lloyd Harris by South African representatives in London to the effect that they have no present ambition to make South Africa a manufacturing country does not accord with the speeches made from time to time by leading men in South Africa. Thus a report from Mr. Egan published in this number of the *Weekly Bulletin* quotes the Acting Prime Minister as stating that the Government had instructed the Advisory Committee to draft a new tariff of customs which would enable South African industries to keep their heads above water and prevent the Union becoming a dumping ground for other countries.

We publish also this week Mr. Egan's review of the annual report of the Cape Province Manufacturers' Association. It will be noted that the chairman said: "The Government, Chamber of Mines, the merchants and the general public are now calling upon the local manufacturers to speed up and increase their output."

A report from Mr. W. J. Egan, published in the *Weekly Bulletin* of March 11, 1918, gave particulars of the various manufacturing industries of South Africa as shown by an industrial census of the Union. This statement showed that there were in the Union of South Africa 4,047 factories having an invested capital of £8,781,000 and employing 99,434 hands.

SOUTH AFRICAN INDUSTRIES DURING 1918.

CANADIAN TRADE COMMISSIONER W. J. EGAN.

Cape Province Manufacturers.

Cape Town, November 20, 1918.—The annual report of the Cape Province Manufacturers' Association is just to hand and contains many items of interest.

In the industrial review covering the operations of various industries in the Western Cape Province during the year 1917-18, a great deal of stress is laid on the fact that certain necessary raw materials were not obtainable owing to war conditions. The Cape Province Manufacturers' Association was a prime mover in the forming of the South African Federated Chamber of Industries, which is now fully established with headquarters in Johannesburg.

A few extracts only from the chairman's annual address are submitted, and a general review of the memorandum presented to the meeting as regard the activities of a number of industries are also submitted.

WAR INDUSTRIES.

The chairman said: "The war has undoubtedly brought home to South Africa the grave danger of being dependent upon other countries for many of life's necessities. Long before the war manufacturers were fighting for the establishment of industries, but met with little if any practical help or even encouragement from the Government, merchants or the general public. Now, however, the position has changed, and never before in the history of South Africa has so great and general an interest been taken in local industries. The Government, Chamber of Mines, merchants and the general public are now calling upon local manufacturers to speed up and increase their output. Some people seem to think that factories can crop up like mushrooms overnight.

"The second census taken in March last shows that there were between five thousand and six thousand industrial establishments in South Africa as compared with approximately four thousand only in the previous year, and there is no doubt that the value of the output will have increased enormously. In conclusion, I wish to impress upon local manufacturers the necessity for combination and organization in order to deal successfully with the Government on tariff questions, railway rates, priority certificates, factory and wages regulations Acts, and other matters which concern their interests, and also to deal with federation of labour unions and merchants' associations."

Industrial Review.

DRUGS AND CHEMICALS.

During the year under review trade has been remarkably good with those operating in drugs and chemicals. Manufacturers have been limited in their output only by want of certain containers and raw materials not produced in the Union. Still, taking everything into consideration, they have every reason to be satisfied with the progress that has been made.

The supply of bottles has been a source of great anxiety, and the absence of a bottle factory, working on a commercial scale, is greatly deplored by all concerned.

Some months back the Imperial authorities placed an embargo on quinine, which created a break in supplies, but this has since been made good by direct importation from Java. Recent cable information from the Dutch East Indies stated that the export of quinine was to be prohibited, but it is pleasing to place on record that supplies are still coming forward.

Glauber and Epsom salts, of a good grade, are now being made in the Union; sulphuric acid, hydrochloric and nitric acid, both pure and commercial, are being produced on a large scale, and nut oil of a high grade is also being produced, and has replaced the imported article.

Experiments have been made, and are still being made, in the growing of medicinal roots and herbs. The results so far have not been very favourable, but patience and time in selecting proper soils and climate will no doubt bring satisfactory returns for capital invested.

A considerable development has taken place in export trade, and those interested are making strenuous endeavours to place themselves in a position to meet competition when normal times arrive.

TEXTILES, BLANKETS, ETC.

During the year the output increased considerably and no difficulty was experienced in finding a ready market for blankets, as well as for tweeds, of which a large variety of patterns are now being turned out. As the materials used for manufacture are of South African production, no difficulty has been found in that direction, but owing to war conditions it has been practically impossible to obtain any new machinery from England or America, and extension is wellnigh impossible until after the war.

HARNESS, SADDLERY AND GENERAL LEATHER WORK.

Trade under the above heading continued brisk throughout the year, the demand was general, and even the abnormal prices consequent upon the high markets ruling overseas did not interfere with the inflow of orders.

There has been a revival of the harness trade resulting from the falling off in the supply of motor-cars through lack of shipping space and other reasons, including the high cost and scarcity of petrol, which has compelled the public to revert back to horse and mule transport.

JAM MANUFACTURING.

During the past year trade was very brisk indeed. A keen demand existed in South Africa for jam and canned fruits, and a large proportion of the output was taken by the

military authorities in German East and South West Africa. About two months ago this demand slackened off somewhat, but immediately very urgent and keen inquiries were received from overseas, the result being that all the stocks are being shipped as fast as they can be manufactured for the English market. The demand for the latter market is practically unlimited, and more could have been shipped than was actually the case if the raw materials had been available. In spite of all the drawbacks, it is considered that with a plentiful supply of fruit the output of the industry will be doubled this year.

TOBACCO AND CIGARETTES.

Unfavourable weather considerably curtailed the tobacco crop in the Transvaal, where the production is estimated at from 5,000,000 to 6,000,000 pounds. Unfortunately from 70 to 80 per cent of this crop is too dark in colour and too coarse in growth for use in the manufacture of cigarettes.

The Turkish crop from the Western Province was disappointing as regards quantity, but shows signs of an improvement in quality as compared with previous crops. There were only about 300,000 pounds available, which falls very far short of the local demand—in fact, manufacturers are now offering a bonus to encourage increased production.

In the Eastern Province the crop was larger and of slightly better quality than last year's crop, but there is still room for a lot of improvement in the cultivation and handling of this tobacco.

The tremendously heavy rains which fell in Natal very nearly obliterated the tobacco crop, and the total production this year may not exceed 500,000 pounds.

During the year trade within the Union was well maintained. Great difficulty has been experienced in securing adequate supplies of wrapping material, which is not produced in the Union, and the prices for such commodities have advanced from 300 per cent to 700 per cent as compared with pre-war prices.

The development of an export trade in manufactured goods is temporarily held up. It is not safe to send manufactured tobacco and cigarettes overseas unless packed in hermetically sealed tins, which are for the time being practically unprocurable.

WINE AND BRANDY CO-OPERATIVE ASSOCIATION.

The outstanding feature in the Cape wine and brandy trade for the year was the establishment of the Co-operative Wine Farmers' Association, designed to place prices on a steady basis and do away with the wild fluctuations in price which have hitherto made the South African wine market the most speculative produce market in the world.

Dealers and growers arrange contracts between themselves, but these contracts must be confirmed by the Co-operative, who have the right to refuse confirmation if they consider such contracts are unreasonably in excess of the buyer's requirements and entered into with the view to cornering the market or for any other good and sufficient reason. Invoices and payments go through the Co-operative. Should there be a surplus of wine in any year, the Co-operative is bound to take it up, distilling, storing, and finally disposing of it in such manner as will not disturb the market, more especially in relation to the minimum price agreed upon. The Co-operative obtains its funds by a levy of 10s. per leaguer for three years on the farmers.

COACH AND MOTOR BODY BUILDING.

The shortage of material, coupled with the excessive cost, has to a large extent interfered with what would have been quite a prosperous business.

For the last twelve months suitable timber for body building has been unprocurable, making it impossible to tender for military, Government or other contracts. The steel panels for motor body building cannot be obtained from overseas, therefore builders have been compelled to operate on existing stocks.

Quite a new and promising business was started in side-cars. South Africans prefer the local build to the imported article. The shipping of chassis having been delayed, nearly a hundred bodies have been left on hand waiting for delivery of side-car chassis.

The war has demonstrated the truth of the adage that "Necessity is the mother of invention." Handles, locks, hinges, shaped panels, springs, screen fittings and several other necessities of the trade, which have always previously been imported, have been successfully made locally and at even cheaper rates than the present inflated oversea prices.

If materials could have been obtained, trade would have been exceptionally good, but unfortunately the prospects now are gradually getting worse. It is impossible to forecast new developments in this industry, as until there is a plentiful supply of material at something like reasonable prices building is out of the question.

CLOTHING MANUFACTURING.

During the year trade was well maintained, and but for the shortage of essential raw materials a considerably greater development would have taken place. Great difficulty was experienced in securing machinery and plant, and this, with the rapid rise in the cost of raw materials, has affected the cost of the production, and although this inevitable position affected the demand to some extent, the falling-off was not so great as might have been anticipated. The industry was successful in tendering for Government requirements during the year, both for the defence force and other purchases, large quantities of material being consumed in this direction.

CABINETMAKING.

For the year ending June, trade in this industry has been brisk and could have easily absorbed a considerable amount of labour in excess of that obtainable. In the early months of the year stocks of oak were very low and the outlook for supplies was bad. The position was, however, relieved by shippers arranging the charter of a few sailing vessels from America, with the result that very large quantities have now been landed, and a shortage is not likely for some time to come. Japanese oak still remains in favour, but the heavy steamer freights from Japan have precluded any large imports of this timber for some time past. Teak has been used to a considerable extent, but in the latter part of the period under review has been very difficult to obtain, and was then obtainable only at inflated prices. In sympathy with other trades, raw materials have risen in price to an alarming extent. Special mention may be made of items such as plate glass, marble, three-ply, etc., and there seems little prospect of the position in respect to such goods in any way easing off.

A pleasing feature has been the greater use which has been found for colonial timbers. Cape beech has come in for a lot of attention, as well as the well-known Knysna yellow wood. Rhodesia has also supplied fairly large quantities of teak, mahogany and other varieties.

ENGINEERING.

Engineering shops are, with a few exceptions, engaged in repair work. In certain cases manufacture is carried on in wind-mills, wine presses, metal parts of school furniture, refrigerating machinery, parts for other machinery, etc. All manufacturing has been greatly curtailed by the difficulty of securing raw material: pig-iron, steel products and all metal requirements, these supplies being prohibited exports from Great Britain and America, except for "actual war purposes," i.e. repairs and shipping.

TANNING.

During the past year the tanning industry has maintained its steady growth. There are to-day nineteen tanneries in the Union, seven or eight of which are only

small concerns. All tanneries, however, are working at high pressure, and there is every indication of the development of existing yards and an increase in the number of establishments. The present value of the output of the industry is approximately £1,000,000 per annum.

In common with other South African industries, the development of the tanning industry has been handicapped by difficulty in obtaining supplies of essential raw materials and machinery from overseas, and by the shortage of skilled labour, especially in the carrying department, and for operating high-speed machines. Although about 95 per cent in value of raw materials used by the industry can be obtained in South Africa, the balance, consisting principally of chrome tanning material, fat liquors, chemicals and dyes, is essential to the maintenance of the industry. Prohibition of export from Great Britain of these latter supplies has lately caused some anxiety. There is every reason to expect, however, that satisfactory arrangements will be effected for obtaining supplies from the United States.

The production of the finer leathers, such as morocco, book-binding leather, glace kid, boxhide, willowhide, is making steady progress, and South African tanners have this year obtained, with Government assistance, a supply of East India kip hides, than which there is no finer material in the world for the production of the best grade of boot upper leather. This material before the war had got into the hands of Germany to a very large extent, but arrangements have been made for its absorption by Great Britain, her dominions and allies.

During the period under review, local requirements have absorbed all leather produced in the Union, but shipments of leather to England in the early stages of the war for Army use were highly commented upon. With the standardization in quality of the leather produced in the Union, which will be effected by the Adulteration of Leather Bill, shortly to be introduced, the reputation of South African leather will be further enhanced, and there is every prospect of the development of a steadily increasing export trade after the war.

Union's Wheat Production.

PROSPECTS OF TRADE.

The newspapers in each large centre are devoting a considerable portion of their space to the views of merchants in all lines as to the effect on prices brought about by the armistice and possible peace prospects. There are of course many points of view. With the exception of dry goods, the general opinion is that all stocks are low in quantity, but that owing to many indents already placed, there will be little or no orders given for future deliveries until the situation as regards supply and shipping has cleared.

The Department of Agriculture for the Union has issued a report dated October, showing in detail the condition in each wheat-growing section. The following is a summary at the time of writing:—

CROP EXPECTED TO EQUAL LAST YEAR'S RECORD.

In the Cape Province the expectations at the end of September did not reach those of August. A falling off in the condition of the crop is reported from all parts, except the northeast, East Griqueland, and parts of the border. For the whole of the province, a yield of 9 per cent below normal was anticipated, as compared with 7 per cent a month earlier.

Of the provinces, the Transvaal has the most promising crops. Damage from rust so far has not been severe, and a yield above normal is expected. If favourable conditions continue a record crop will be reaped in this province.

Suitable rains have improved the prospects in the Orange Free State, in which province a normal yield is expected.

Taking the Union as a whole, the crop is sensibly below normal, September showing a further education in the prospects. This is attributable mainly to the adverse climatic conditions which prevailed in the southwest of the Cape in August. The total yield for the Union, however, in view of the larger acreage sown, is expected to be about the same as last year, when the crop was a record one.

OATS AND BARLEY.

The prospect of these cereal crops accord with what has been said as regards the wheat crop in the different parts of the Union—that is, in the Cape Province, the yield is likely to be well below normal, especially in the southwest, while in the Transvaal and the Orange Free State normal conditions prevail. The Union is expected to produce this year about 10 per cent less than might be expected under ordinarily favourable conditions. Moreover, there is a 5 per cent shrinkage in the areas under oats and barley this year as compared with 1917.

In addition to the above summary, the following figures are interesting, showing the increased acreage under crop as compared with the year 1914, and the estimated production this year in hundredweights.

	Estimated Acreage under Crop.		Estimated Production in Cwt. (100 lb.).
	1914.	1918.	1918.
Wheat.....	752,400	1,191,000	5,700,000
Oats.....	569,000	739,000	3,897,000
Barley.....	83,000	91,000	719,000
Corn.....	2,135,000	2,726,000	19,144,000

Protection for Industries.

Speaking at a municipal luncheon in the Transvaal, the Acting Prime Minister of the Union stated that the Government had instructed the Advisory Committee to draft a new tariff of customs duties which would enable South African industries to keep their heads above water, and prevent the Union becoming a dumping ground for other countries. He added that in the past the tariff had been framed with an eye to revenue only, but in future the maintenance of South African industries would be very largely kept in view.

There was no intimation which would indicate at what time this new tariff would be introduced.

VISITS OF CANADIAN TRADE COMMISSIONERS TO CANADA.

Arrangements have been made for the return of a number of Trade Commissioners to Canada this year for the purpose of renewing their acquaintances with industrial concerns and industrial conditions especially. The officers of the Department who have been instructed to return and the approximate dates of their arrivals at Canadian seaports, are as follows:—

- J. W. Ross, Shanghai, March 15.
- B. S. Webb, Buenos Aires, April 15.
- D. H. Ross, Melbourne, May 15.
- Harrison Watson, London, June 15.
- W. A. Beddoe, Auckland, July 15.
- J. E. Ray, Manchester, August 15.
- W. J. Egan, Cape Town, September 15.

In addition to this, Trade Commissioners H. H. Poussette and G. B. Johnson, late Trade Commissioners at Buenos Aires and Yokohama, respectively, who have been overseas since the outbreak of the war, will be released at no distant date and will return to Canada for the purpose of visiting manufacturers and others, preliminary to their taking up some foreign post for us.

BELFAST DISTRICT TRADE CONDITIONS IN 1918.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

Glasgow, January 14, 1919.—The following is a summary of a report on trade conditions in the Belfast district during 1918, which has just been issued:—

LINEN INDUSTRY.

During the war the increasing Government requirements for aeroplane and other linen fabrics led to the gradual establishment of stringent Government supervision over the linen trade. Civil business was reduced to a very low point, and in relation to the Russian and Irish flax crops the Government became practically the purveyors of raw material in the trade. The sale of linen yarns was subject to drastic restrictions, and manufacturers were obliged to have recourse to cotton to keep going such looms as were not engaged on Government work. When the armistice was arranged, these restrictions were withdrawn, but a modified control still exists, because the raw material is in the hands of the Government and subject to the prices fixed by them. Owing chiefly to the shortage of shipping, only a small quantity of Russian flax arrived from Archangel while the port was open, and it is understood there is still a considerable quantity stored there which may be brought over next summer. This flax was purchased by the British Government, and although the prices are very high it would make a welcome addition to supplies. The control of the Irish crop was continued, and although the maximum price was originally fixed at 40s. per stone, it was afterwards increased to 45s., an advance of 10s. per stone on last year's maximum. The area of flax cultivation was appreciably increased, amounting to 141,538 acres, or an increase of 31.41 per cent. In this total is included some 10,000 acres handled by a special organization representing the linen trade. The yield is reported to be irregular and, on the whole, much below an average standard. Home demand during the first ten months was very active, but since the signing of the armistice, there has been a lull in business, owing to a general but possibly mistaken impression that the prevailing high prices will not hold. The declared value of all kinds of linen manufactures exported in 1918 was £8,983,938 as against £9,375,249 in 1917, a reduction in spite of increased prices consequent upon the heavy demands upon the trade for Government purposes.

CANADIAN SEED SATISFACTORY.

No increase is expected in the acreage that will be put under flax cultivation next spring. About 80 per cent of the seed supplies will come from Canada, and it is expected that the farmer will be able to secure his supplies at not more than last year's prices. Flax cultivators are assured that they need have no hesitation in sowing Canadian Dutch or Canadian Japanese seed. One grower, who put over 300 acres under Canadian fibre linseed last spring, reports that the results compared more than favourably with those from any other sort. Only a small quantity of Dutch and Russian seed will be available, the principal varieties purchased by the Government being Canadian Dutch Child, Canadian Japanese Child, Japanese and English Saved. Before being allocated to the merchants, all seed will be tested as to germination and purity by the Irish Department of Agriculture. During 1918, 12,651 quarters of Canadian flaxseed, valued at £245,543, were imported into the United Kingdom, as against 962 quarters, valued at £10,178, in 1917, and 1,728 quarters, valued at £12,425, in 1916. The Board of Trade Returns do not segregate flaxseed for sowing from that for milling purposes.

PROVISIONS.

During the past year, the policy of the Ministry of Food has been that Ireland should feed herself, as far as possible, on native produce. As a result, there has

been practically no import of transatlantic bacon, with one exception, when a limited quantity was brought into Ireland during the period of small supplies in the autumn. All export of Irish bacon has been prohibited, except under license, granted only in the event of a surplus over the Irish home demand. This has resulted in a considerable reduction in the manufacture of rolled bacon, the staple export kind. Controlled prices for this have advanced gradually from 196s. per hundredweight in January to 222s. 6d. per hundredweight in December.

TIMBER TRADE.

The year 1918 was a poor one for the trade, with the exception of those firms who were on actual war work. The importation of foreign and colonial woods was entirely for Government account, and consequently very small. In a normal pre-war year there was imported to Belfast from one to one and a half million feet of log timber, and during 1918 only 233,876 arrived. Of deals, battens, and boards, about a similar proportion of pre-war shipments came to hand, and of hardwoods only a few carloads in the shape of dunnage wood. There was quite a movement in native timber in the early part of the year, but later, owing to similar restrictions being imposed by the Controller of Timber Supplies to those applying to imported timber, the movement during the last half of the year was not so brisk; and since the armistice was signed a very great further falling off in the demand is noticeable, as manufacturers are delaying any work they possibly can in the hope that they will be getting supplies of the dry imported stocks. By those of the trade in close touch with the Controller, it is anticipated that control on the purchase and importation of wood goods will be maintained for at least six months, possibly longer, and in the meantime the trade will have to depend on rations of Government stocks of imported goods and eke out the balance of their requirements with native woods.

BELFAST SHIPPING AND IMPORTS.

During the year there has been a decline in the tonnage of ships entering Belfast harbour, the figures being 2,005,847 tons as against 2,116,112 tons in 1917, and 2,582,085 tons in 1916. The following figures represent the number of tons of some important commodities which were imported into Belfast between January and November 30, 1918, 1917 and 1916: Wheat (1916) 76,780, (1917) 74,105, (1918) 65,217; flour (1916) 87,662, (1917) 82,454, (1918) 96,714; Indian corn (1916) 178,048, (1917) 139,459, (1918) 38,352; steel (1916) 31,308, (1917) 41,075, (1918) nil; deals (1916) 47,039 loads, (1917) 153,387, (1918) 18,631; timber (1916) 13,337 loads, (1917) 8,743, (1918) 15,702. Exports of butter and eggs have been respectively 3,085 tons and 14,554 tons in 1916, 2,514 tons and 13,725 tons in 1917, and 1,527 tons and 17,026 tons in 1918.

SOUTH AFRICAN UNION TRADE RETURNS.

CANADIAN TRADE COMMISSIONER W. J. EGAN.

GENERAL REVIEW.

Cape Town, December 17, 1918.—The trade returns of, and the exports from, and imports into, the Union during the nine months ended September 30 of this year are just to hand, and show some interesting figures in both tables. The total value of the imports was £36,370,740 as compared with £27,693,402 for the corresponding period of 1917.

One of the interesting items in the import column is on cotton manufactures, which have risen for the nine months in 1917 from £3,811,013 to £9,352,144 in the same period of this year. For the month of September alone the increase is from £280,629

in 1917 to £1,282,974 this year. In spite of the great activity of the South African tanneries, saddlery, boot and shoe industries, imports of leather are £1,411,018, an increase of more than £589,000 over this period during the year 1917. The increase of imports in boots and shoes in quantity is from 1,901,121 pairs to 2,579,874, and in value from £633,791 to £1,203,091. Drugs and chemicals show an increase, also stationery and books. In hardware, cutlery, and iron and steel manufactures there is not much change in value. Another fact of interest showing the increased cost in value is that the total oversea tonnage landed at Union ports during the period was 267,733, as compared with 324,976 for 1917.

As to exports, the export of tobacco doubled itself in quantity and value, this year's figures being 1,326,812 pounds, valued at £125,060. Wool exports increased by 2,500,000 pounds, and in value by about £1,225,000, this year's trade being 91,696,029 pounds, valued at £7,373,836. Hides and skins, while somewhat less than last year, reached a total of £1,786,652. Whale oil rose from £9,254 to £39,811, although the actual quantity exported was a little more than doubled. Other South African products showing increases are bark and bark extracts, mohair, live stock, coal, and manures.

CANADA'S SHARE OF THE TRADE.

Canada's value of export increased from £619,622 in the year 1917 to £773,387 this year, showing an increase of £153,725. Canada's purchases from South Africa increased in the same period from £6,324 to £113,996.

The following tables distinguishing countries of origin, show the values of imports and exports to and from each country:—

IMPORTS BY COUNTRIES OF ORIGIN.

Country of origin.	1918.	Percentage of total.	1917.	Percentage of total.
United Kingdom.. . . .	£19,630,529	54.6	£13,589,973	51.2
Canada.. . . .	773,387	2.1	619,662	2.3
India.. . . .	2,188,090	6.1	1,547,738	5.8
Ceylon.. . . .	196,316	0.5	138,377	0.5
Australia.. . . .	879,836	2.4	1,144,332	4.3
New Zealand.. . . .	392	*	2,287	*
Hong Kong.. . . .	12,479	....	7,315	*
Straits Settlements.. . . .	41,529	0.1	14,539	*
Fiji Islands.. . . .	....	....	....	—
British East India Islands.. . . .	59	....	218	—
Mauritius.. . . .	166,060	0.5	34,680	0.1
British East Africa.. . . .	92,562	0.3	32,745	0.1
Egypt.. . . .	12,508	*	2,952	—
South West Africa Possessions	38,591	0.1	39,482	0.1
Zanzibar.. . . .	163,213	0.5	35,864	0.1
Nyassaland Protectorate	3,193	*	738	—
Northern Rhodesia .. . . .	....	....	....	—
British West India Islands.. . . .	49,191	0.1	39,266	0.2
South Sea Islands.. . . .	6	....	....	—
Other parts of the British Empire.	94,358	0.3	7,822	*
Total, British Empire	£24,342,299	67.7	£17,256,890	65.0
 Austria-Hungary.. . . .	 £ 64	....	£ 357	 —
Belgium.. . . .	3,882	....	8,605	—
Belgian Congo.. . . .	887,921	2.5	1,021,813	3.9
Denmark	13,523	....	21,023	0.1
France.. . . .	375,074	1.0	302,868	1.1
Madagascar.. . . .	123,174	0.3	13,207	—
Other French Possessions	1,535	*	706	*
Germany.. . . .	8,344	*	4,169	*
German East Africa.. . . .	....	....	....	—
Greece.. . . .	1,983	....	6,573	—
Holland.. . . .	296,788	0.8	254,586	1.0
Dutch East India Islands	186,774	0.5	176,842	0.7
Italy.. . . .	106,835	0.3	167,844	0.6
Norway.. . . .	179,509	0.5	146,721	0.6
Portugal.. . . .	58,490	0.2	33,666	0.1

IMPORTS BY COUNTRIES OF ORIGIN.—*Continued.*

Country of origin.	1918.	Percentage of total.	1917.	Percentage of total.
Maderia..	1,837	....	806	—
Portuguese East Africa.. . . .	239,710	0.7	183,794	0.7
Portuguese West Africa.. . . .	11,874	*	8,107	*
Russia..	11,269	*	11,963	*
Spain..	64,661	0.2	30,955	0.1
Canary Islands..	527	....	205	—
Sweden..	708,101	2.0	593,690	2.2
Switzerland..	376,789	1.0	187,255	0.7
Turkish Empire..	10,808	.....	9,973	—
China..	75,365	0.2	62,572	0.2
Japan..	1,757,628	4.9	483,031	1.8
Persia..	5,972	....	826	—
Siam..	9,787	*	56,349	0.2
United States..	4,958,649	13.8	4,608,801	17.4
Philippine Islands..	6,109	....	344	—
Argentine Republic..	373,386	1.0	78,138	0.3
Brazil..	613,429	1.7	513,695	1.9
Central American States.. . . .	417	....	1,518	—
Chile..	128,692	0.4	276,934	1.0
Cuba..	22,329	0.1	14,620	*
Peru..	29	*	149	*
Uruguay..	8,562	*	1,198	*
Venezuela.. . . . .	.....	....	.....	—
Other foreign countries.. . . .	9,050	*	7,642	*
Total, foreign countries	£11,638,885	32.3	£ 9,291,462	35.0
Grand total..	£35,981,184	100	£26,548,352	100

* Less than 0.1 per cent.

EXPORTS BY COUNTRIES OF DESTINATION.

Country of destination.	1918.	Percentage of total.	1917.	Percentage of total.
United Kingdom..	£13,928,462	53.1	£11,217,746	53.8
Canada..	113,996	0.4	6,324	—
India..	76,864	0.3	38,846	0.2
Aden..	127,546	0.5	26,025	0.1
Ceylon..	139,199	0.5	25,811	0.1
Australia..	172,086	0.7	131,699	0.6
New Zealand..	26,041	....	20,990	0.1
Hong Kong..	1,705	....	107	—
Straits Settlements..	248,721	0.9	220,506	1.0
Ascension..	2,572	....	192	—
British East Africa..	371,568	1.4	64,709	0.3
South West Africa Possessions.. .	840,229	3.2	761,387	3.7
British West Africa..	37,199	0.1	37,744	0.2
Mauritius..	213,340	0.8	116,506	0.6
Northern Rhodesia (Congo Basin)..	14,056	....	12,823	—
Nyassaland Protectorate.. . . .	28,156	0.1	19,019	—
Seychelles Islands..	191	....	445	—
St. Helena..	27,486	0.1	10,875	—
Zanzibar..	63,615	0.2	24,442	0.1
Egypt..	149,698	0.6	745,700	3.6
Falkland Islands..	14,184	....	2,207	—
Fiji Islands..	18	....	.....	—
Total, British Empire	£16,596,932	63.3	£13,484,103	64.7
Belgian Congo..	£ 776,931	2.9	£ 559,716	2.7
France..	212,315	0.8	54,744	0.3
Madagascar..	115,457	0.4	61,533	0.3
Other French Possessions.. . . .	23,100	....	13,247	—
Greece..	17,724	....	.....	—
Dutch East India Islands.. . . .	12,340	....	449	—
Other Italian Possessions.. . . .	1,022	....	.....	—
Norway.. . . . .	.....	....	12,173	—
Portugal..	10,977	....	13	—
Portuguese East Africa.. . . .	841,273	3.2	441,133	2.1
Portuguese West Africa.. . . .	33,640	0.1	22,663	0.1

EXPORTS BY COUNTRIES OF DESTINATION.—*Continued.*

Country of destination.	1918.	Percentage of total.	1917.	Percentage of total.
Maderia.. . . .	2,639	....	544	—
Chile.. . . .	2,656	....	.....	—
China.. . . .	1,159	....	1,032	—
Japan.. . . .	1,599,305	6.1	1,966,527	9.5
United States.. . . .	5,586,890	21.3	4,135,090	19.8
Philippine Islands.. . . .	4,467	....	.....	—
Argentina.. . . .	209,536	0.8	12,421	—
Brazil.. . . .	4,096	....	15	—
Uruguay.. . . .	80,814	0.3	1,959	—
Hawaii Islands.. . . .	2	....	.....	—
Total, foreign countries.. . .	£ 9,536,243	36.4	£ 7,283,259	35.0

CUSTOMS MATTERS.

The Commissioner of Customs has decided that from January 1 next the trade returns will include the articles shown on the following list, and importers and exporters will be required to furnish the necessary information upon all bills of entry, viz:—

	Quantity Unit.
Bioscope films—	
Exposed.	Feet.
Unexposed.	"
Carbons: uncut.	—
Chemical apparatus: crucibles.	—
Drugs: acid, boric.	Lb.
Electrical machinery and materials—	
Batteries, secondary.	—
Batteries, primary.	—
Beating and cooking apparatus.	—
Lamps, incandescent.	—
Motors.	K.W.
Transformers.	—
Furniture.	—
Bedsteads, metal.	—
Bedsteads, wood.	—
Gloves: leather.	—
Hats: felt.	Doz.
Implements, agricultural—	
Ploughs and parts.	}
Harrows and parts.	
Reaping and mowing machines.	
Leather: bags and trunks.	—
Machinery and parts thereof—	
Air compressors.	—
Boilers.	—
Cranes.	—
Engines—	
1. Oil, petrol and spirit.	—
2. Other engines.	—
Confectionery-making machinery and parts.	—
Corn and flour milling machinery and parts.	—
Machine tools.	—
Oil seeds, etc.: mafura.	Lb.
Paints—	
Red lead.	"
White lead.	"
Photographic apparatus—	
Cameras.	No.
Photographic films other than bioscope.	—
Printers' and bookbinders' materials—	
Bookbinding cloth.	—
Roller composition.	Lb.
Type, metallic.	—

POST-WAR PROBLEMS.

During the past month some of the municipalities, chambers of commerce, and the Rand Commercial Exchange have passed resolutions dealing with German repatriation

and post-war economic problems. The opinion of business men generally, is summed up in resolutions passed by the Johannesburg Chambers of Commerce at their meeting on December 6.

These recommend that the captured German colonies should not be allowed to revert to that country, and that the German protectorates of South-west and East Africa should be incorporated within the British Empire, call for the imposition of just and adequate penalties on those responsible for the German atrocities, the repatriation of enemy aliens and the passing of stringent naturalization laws by the Parliament of the Union.

NEW SOUTH WALES TRADE NOTES FOR 1918.

CANADIAN COMMERCIAL AGENT B. MILLIN.

PROGRESS OF TRADE.

Sydney, December 31, 1918.—During the period of the war it can be safely said that business in New South Wales has been excellent and in some cases even abnormal.

This satisfactory state of affairs was due in the first place to the excellent seasonal conditions prevailing generally throughout the whole period, and throughout almost the whole of Australia. This, of course, affected favourably the great pastoral and agricultural industries of the Commonwealth, and there was an eager demand abroad for wool, wheat, butter, meat, etc. The market for metals, too, for which the State of New South Wales is a heavy producer, was also extremely favourable and greatly enhanced prices were obtained.

Owing, however, to freight and other difficulties all the aforementioned factors would not have been of an immediate benefit to producers, as the goods would have had to be held until after the war, but the action of the British Government in purchasing and paying for the most valuable portion of our products saved the situation. Much of the wool, wheat and other commodities still remain here and must remain until the freight situation is relieved.

TRADE AND OTHER INQUIRIES.

The number of inquiries, as compared with the preceding year, has increased very considerably, and many calls have of necessity been made on business people in relation thereto. A number of inquiries have been sent forward for publication in the *Weekly Bulletin*. The preparation of these inquiries very often entails considerable attention and correspondence, but it is satisfactory to know that efforts in this direction have not been wasted. The furnishing of information regarding invoice requirements has also occupied considerable time, as also has the subject of prohibited importations and exports.

Many inquiries which may be described as altogether without the range of business have been attended to. For an instance of this it may be mentioned that many inquiries have been made regarding military service requirements in Canada.

EXPORTS FROM AUSTRALIA.

It is satisfactory to record that a notification has been received from the Department intimating that trade inquiries with regard to the export of goods produced in Australia, but not produced in Canada, will receive official recognition in so far as the publication of particulars in relation thereto in the *Weekly Bulletin* is concerned. Hardwoods, eucalyptus oil, copra and cocoanut oil, tallow and many other articles of commerce, may be cited as examples.

COMMERCIAL NEWS FROM JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Increased Railway Rates.

SLEEPING-CAR BERTHS.

Yokohama, December 19, 1918.—Along with the increased railway fares which were put into effect some time ago by the Imperial Government railways, changes have just been made in the rules covering the charges for sleeping-car tickets, all of which have been increased, the changes to come into effect on January 1, 1919.

The rates charged on upper and lower berths in sleeping cars have hitherto always been the same, except in the second-class cars. The authorities have realized now, however, that there is a difference in comfort between the upper and lower berths, and have fixed the upper berths at about 30 per cent lower in price than the lower berths.

The new rates have been fixed as follows:—

Second-class berth—	Yen.
Upper..	2.00 per night.
Lower..	3.00 “
First-class berth—	
Upper..	3.50 “
Lower..	5.00 “

Another feature to be met with in the new regulations is the fee of 50 sen which will be in future charged all who engage a berth and then cancel same before departure of train. This has been done, because many people reserve berths when not sure that they will need them, and, failing to travel, simply ask for a refund.

CAUSE FOR INCREASE.

When estimating the working expenses of the Imperial Government railways for 1918 in connection with the budget, although the increase in wages and raw materials were taken into account, yet they did not at that time think that the increased cost of operating would be so great as has been the case during the last few months. However, since that time not only have wages risen much higher than anticipated, but coal has advanced about three times the pre-war price, while iron has gone up to four and five times what it was before the war. Thus a deficit of about 30 per cent in the estimate of the working expenses for the year, is, it is said, unavoidable, and in order to meet this deficit the Imperial Government railways decided to carry out certain revisions in the fare.

RAILWAY FARES.

The rates for passenger tickets were raised some time ago by about 25 per cent. Thus, for example, the third-class fares between Tokyo and Yokohama were increased from 30 sen to 37 sen single fare.

Season and commutation tickets were raised from 15 per cent to 25 per cent. A ticket good for one month between Tokyo and Yokohama, a distance of eighteen miles, cost as follows:—

	New rates.	Old rates.
	Yen.	Yen.
First-class..	19.25	14.25
Second-class..	12.25	8.55
Third-class..	7.00	5.70

INCREASED FREIGHT RATES.

Freight rates were increased on September 1, 1918, by about 20 per cent on the average.

Tourist Travel in Japan.

On the outbreak of war the tourist traffic to Japan almost totally suspended, but in 1915 it began to pick up again. The tourists who come to Japan generally spend much in curious and other Oriental souvenirs which they take away with them, so that the Japanese Government caters especially to this class of traffic. In all the principal cities tourist bureaus have been established where English-speaking Japanese are in charge. Here the unsophisticated traveller can receive whatever information he wants in a very courteous manner. Here also itineraries may be planned and tickets bought. In 1915 the authorities calculated that about 2,000 tourists visited Japan. In 1916 the number increased to 4,800, and in 1917 to 7,800. During the first ten months of this year 8,000 tourists visited Japan. By far the largest proportion of tourists visiting this country, not taking into account the Chinese, are Americans, about 3,000 of whom have visited Japan this year. The number of British tourists during recent years has been approximately 800 a year. About 500 Dutch tourists have come to Japan this year so far.

The number of tourists who visited Japan during the four years previous to the war amounted to 83,000. During the last four war-years the number reached 98,000.

It is estimated that each European or American tourist spends in Japan an average of yen 1,200. So far this year 30,000,000 yen have been spent by tourists.

The Japanese Tourist Bureau thinks that after the signing of peace there will be a big increase in tourist traffic.

Tokyo-Osaka Electric Line.

For the fifth time during the last ten years an application has been presented to the Government for the construction of an electric railway between Tokyo and Osaka, via Yokohama and Nagoya, a distance of 356 miles.

The scheme is promoted by a private company called the Nippon Electric Railway Company, with a capital of yen 200,000,000. If the Government allows the incorporation of this firm to go forward, it is planned to carry passengers between the two cities in six hours in place of twelve hours, the quickest time at present by rail. It is further intended to extend the line to Shimonoseki in the west and to Aomori in the north. In time of national urgency, it is proposed that the new line be placed at the disposal of the military authorities.

Three-Mile Undersea Tunnel.

It is reported that the long-anticipated plan of constructing a railway tunnel under the Shimonoseki-Moji strait is about to be realized. The bill for the necessary expenditure, which is estimated at 19,000,000 yen, is to be placed before the Diet during the present session. The work is to be started during the next fiscal year, and will be completed in 1929.

The starting point will be one mile from Shimonoseki station, and the line will in all be about seven miles long, three and one-half of which will be taken up by the tunnel, which will be at a depth of thirty feet beneath the sea bed.

New Steamship Line to America.

What is termed the first independent steamship line to operate from Japan was formed a few days ago in the city of Kobe. The new company is called the Taiyo Kisen Kaisha, and is capitalized at yen 20,000,000. It will be the first line in this country which has inaugurated a regular service without the aid of a government subsidy such as is granted to the Nippon Yusen Kaisha, the Asaka Shosen Kaisha and the Toyo Kisen Kaisha.

It is said that the chief officials of the Katsuda Steamship Company and the Ocean Transport Company, both of which have their headquarters in Kobe, are behind this new undertaking, which will be the largest company in Japan handling freight exclusively.

The Taiyo Kisen Kaisha will operate a monthly service with ports of call at Singapore, Manila, Hong Kong, Kobe, Yokohama, Seattle and San Francisco.

Seven new freight vessels which are building at the Osaka Iron Works have been purchased from the Katsuda Steamship Company at a cost of yen 42,000,000. Five of the steamers are each of 10,000 tons deadweight, and two are of 5,000 tons. The five larger vessels will be placed on the new route.

The officials of the new line think the prospects are very bright for future business, even in face of the competition to be expected from other steamship lines.

Several officials of the Taiyo Kisen Kaisha will be located in important foreign shipping centres to act as scouts in order to keep the company posted *re* the latest developments in international commerce. With this object in view, Mr. S. Harada will be located in Seattle. It is expected that Mr. T. Hirota, senior managing director of the Ocean Transport Company, will make an extended trip through America and Europe, leaving Japan in March next. He will visit all the leading ports and cities of America, and will report his investigations on his return to Japan.

CANADA TAKES A SMALL PROPORTION OF TRINIDAD'S EXPORTS OF COCOA.

CANADIAN COMMERCIAL AGENT EDGAR TRIPP.

Port of Spain, Trinidad, January 27, 1919.—The following tables show quantities of cocoa shipped from Trinidad by the different steamship lines during the year 1918. This was issued by the Royal Dutch line and works out at about 166 pounds to the bag average. The usual shipping weight of Trinidad cacao is 200 pounds per bag, but the difference is probably accounted for by the Venezuelan brands which are put up in all sizes of bags, some of much smaller weight than that from here.

Steamship Line.	Bags Cocoa.	Destination.
Joint service—to Europe.. . . .	62,182	Europe.
French mail.. . . .	27,100	"
Italian line.. . . .	18,550	"
Trinidad line steamers.. . . .	223,470	New York.
Prince line.. . . .	500	"
Schooner <i>B. B. Hardwicks</i>	25	Canada.
R. M. S. P. Canadian Service.. . . .	19,620	"
Total.. . . .	351,447	

RECAPITULATION.

223,970	bags shipped to New York.
107,832	" " Europe.
19,645	" " Canada.
Total. . . .	351,447 bags.

The most marked feature in the statement is the large proportion taken by the United States, and this is the more noticeable in view of the fact that for the last three or four months of 1918, the New York market was not favourable, and every opportunity offering was availed of to ship to Europe. At the present time when these opportunities are much more frequent, there is practically no cacao going to America, the parity in rates there being considerably below those now ruling on the Continent of Europe. Everything for Canada from Trinidad was carried by the contract steamers of the Royal Mail Company, but the total was under 20,000 out of 351,447.

GRAIN SUPPLIES IN SIBERIA.

CANADIAN TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, December 28, 1918.—The All-Russian Government in Omsk has investigated the grain supplies in eight districts of Siberia. A list of available cereals has been drawn up by the Ministry of Supplies. With the figures pertaining to the district of Tobolsk incomplete, the list shows a surplus in six districts and a shortage in only one. Transportation enters largely into the question of supplying the people. The official report of the Omsk Government is as follows:—

District.	Surplus from 1917.	Crop of 1918.	Surplus.	Shortage.
Altai. . . . .	.....	184,688,000 pouds.	68,184,000	—
Eniseisk. . . . .	.....	44,029,000 "	14,443,000	—
Irkutsk. . . . .	.....	23,529,000 "	.....	2,671,000
Kourgan.	4,167,000	16,598,000 "	11,146,000	—
Semipalatinsk. . . . .	.....	23,725,000 "	5,923,000	—
Tomsk. . . . .	.....	106,694,000 "	12,915,000	—
Tchelabinsk. . . . .	.....	59,240,000 "	9,665,000	—
Tobolsk (details incomplete).				

"It is necessary to note that in the district of Tomsk there is a great abundance of oats, barley and buckwheat. As to rye and wheat, the lack of that grain is estimated at 12,354,000 pouds. In the district of Chelabinsk, on the contrary, there is plenty of rye and wheat, but there is a lack of oats and millet, which may be estimated at 2,355,000 pouds."

CANADIAN MOVING PICTURES EXHIBITED IN AUSTRALIA.

It has been previously announced that the Commercial Intelligence Branch of the Department of Trade and Commerce is arranging through its Trade Commissioners in overseas countries for the exhibition of moving pictures of Canada taken by the Exhibits and Publicity Bureau of the Commercial Intelligence Branch. In Australia they have been exhibited before a number of different organizations.

With reference to the screening of the pictures in New South Wales, Mr. D. H. Ross, Canadian Trade Commissioner, wrote on December 5:—

The display of Canadian moving pictures was made at the Sydney Town Hall on November 21. By estimate of the assistant to the town clerk, who knows the seating capacity of the immense Town Hall accurately, there were at least 3,500 present. The conference of the Royal Agricultural Society of New South Wales (including members from all parts of the State) adjourned for the screening, and at the conclusion of the show the president and secretary waited upon me to convey their appreciation of and thanks for the exhibition.

It may be stated that the audience was most representative, comprising—in addition to the Agricultural Society—members of the Chamber of Commerce, Insurance Association, Engineering Association, Chamber of Manufacturers, Electrical Association, Civil Engineers, Royal Society, architects, bankers, university professors, grain dealers, merchants, etc. The *Sydney Evening News* said in reference to the exhibition of moving pictures:—

"Both of the films exhibited possessed special interest for the Australian producer, and particularly the one showing the bulk handling of wheat in Canada. The picture gives in detail the many processes which the wheat goes through in its long journey from the stalk to the loaf, and provided a study only less illuminating than a visit to Canada itself. To the Australian wheatgrower, as well as to the city dweller, the picture portrayed a governmental thoroughness to set him thinking.

The system of huge modern elevators and bulk loading and transport aroused perhaps the greatest admiration, and at all points the members of the conference were not grudging in giving due credit. The second picture, "White Coal—the Harnessing of Water-Powers," gave an arresting impression of Canada's natural resources in this direction, and her ready use of them. The parts of the film showing the country at the source of the Bow river, one of British Columbia's most useful waterways and means of light, heat and power, in the Rockies, presented wonderful scenic studies, and the different power-houses where the water's power is harnessed were explained by photographs from every aspect."

So impressed were the executive of the society that this week at their own expense, they engaged the Town Hall for the purpose of again screening the pictures in the presence of the older scholars from the principal public and state schools in and about Sydney. The following extract from the *Sydney Daily Telegraph* will show how the school children received the exhibition:—

"Invite 3,000 Sydney school children to a free picture show in the Town Hall, and show them trains apparently miles long, and gigantic threshers and rivers of wheat flowing from trucks into ships' holds, and allow them to express their delight, and you will get a new impression of the word noise. Long before the show began the hall was packed with kiddies; and the combined row was an excellent imitation of the preliminary bombardment before a British offensive.

"The average schoolboy's whistle is as piercing as a treeful of cicadas; but imagine 1,500 boys whistling their hardest and their longest in a confined space, while the girls stamped their feet, clapped their hands, and squealed for sheer joy of pandemonium. No wonder several of the attendants suffered from shell shock

"It was the bright idea of Mr. H. M. Somer, secretary of the Royal Agricultural Society, to inculcate into the minds of the Australian farmers of the future the right methods of handling our greatest asset, Australian wheat. With the permission of Mr. Ross, Canadian Commissioner, he had shown this striking film to an audience of our primary producers; and easily gaining Mr. Ross' permission, he invited the children to see it too.

"They enjoyed every inch of the remarkable film, and they did not hesitate to express their appreciation. The vast elevators, the almost human machinery, and the spectacle of wheat flowing like water, untouched by any hand, except the steel hands of the terminal elevators, were received with shrieks of delight; and, as the tremendous trains filled with wheat in bulk flowed past, the shrieks rose to a crescendo of delight. And at the conclusion of the film the stamping of 6,000 small but hilarious feet shook the Town Hall."

These reviews from Sydney papers are indicative of the reviews given in all the dailies in that city as to the educative value of the films.

After this week the films will be screened throughout New South Wales by a leading picture circuit to whom I have entrusted the work. Particular attention will be given to the districts in which silos or bulk country elevators are now under construction.

SUGGESTED MARKET FOR AEROPLANES IN CHILE.

There is a prospect, according to His Majesty's Consul General at Valparaiso, of aeroplanes being used in Chile between the ports and the nitrate oficinas. At present the journey from a nitrate oficina to the port of loading involves a number of days to officials, while by air it could be accomplished in a number of hours.

It is stated that an application has already been made by a firm in Valparaiso for a British aeroplane agency.

BRITISH GOVERNMENT NOTICES AFFECTING CANADIAN TRADE.

Restricted Exports—Modifications.

Mr. G. T. Milne, British Trade Commissioner, British Department of Overseas Trade, 367 Beaver Hall Square, Montreal, has received a cablegram from the British Government stating that the following have been removed from the list of articles prohibited from exportation:—

Anchors,	Horns, ox,
Arrowroot,	Jute wrappers, and waste,
Banana meal,	Lead compounds, except white lead,
Barometers,	Linen rags, and waste,
Biscuits,	Mahogany and hardwoods,
Cable, lead sheathed.	Meat extracts,
Cables, chain,	Paint, except gold paint,
Cakes,	Piping for stoves,
Canvas, old, and cuttings,	Polishes containing wax,
Caramel,	Potato flour,
Carbon,	Ramie fibre,
Casings, hog,	Salt,
Celluloid, ordinary, or non-inflammable,	Saccharine,
Cereal foods,	Sago,
Corn flour,	Sisal strings and waste,
Cotton rags,	Soup,
Cylinders for storing gases,	Soup preparations,
Dextrine,	Spelter,
Esparto grass,	Starch,
Farina,	Tapioca,
Fishing gear,	Tents,
Fish, canned, except salmon,	Tinplate,
Fustic,	Varnishes,
Gasmeter,	Vegetables, preserved,
Ginger,	Wine,
Hemp waste,	Zinc.

Renewal of Certain Import Prohibitions.

According to the *British Board of Trade Journal*, the following temporary general licenses which have been issued since the signing of the armistice and which were announced as being terminable on March 1, 1919, will be withdrawn with effect from that date:—

Manufactures of aluminium and aluminium powder; apparel not waterproof; baskets and basketware of all kinds; metal laths; cartridges of all kinds and parts thereof; cement; diatomite or infusorial earth; electrotypes; fatty acids; fire extinguishers; guns, carbines, and rifles of all kinds; hats and bonnets; lawnmowers; linen yarns, and manufactures of; machine tools and machinery driven by power and suitable for use in cutting, stamping, or working metal, including a long list of machinery driven by power and suitable for use in cutting, working, or operation on wood, and a number of machines for grinding, planing, or moulding iron; mats and matting; methyl alcohol; mops; mouth organs; oilcloth; perfumery and toilet preparations; photographic apparatus, pictures, prints, engravings, and photographic plates; printing of all descriptions; plated and gilt wares; revolvers and pistols; salt; sewing machines; skins and furs, and manufactures of; slide rules for engineers and draughtsmen; soap; stereoscopes; stoves and ranges; straw envelopes for bottles; spectacles and eyeglasses, complete, not containing gold; time-recording instruments of all kinds, and movements and parts thereof; vacuum cleaners; wringers and mangles; weighing machines, scales, and balances of all descriptions.

General Licenses Continued.

The following general licenses will be continued until July 1:—

Aerated, mineral, and table waters, unsweetened; almonds, apples, bananas, art works, ladders, casings and sausage skins, raw cocoa, canned, bottled, or preserved fruit from all sources; gum copal, gum kauri, horns and hoofs, vegetable ivory, nuts, onions, sugar cane, timber dunnage used as temporary ship fittings and not entered on bills of lading; unmanufactured and manufactured tobacco, including cigars and cigarettes; wood flour.

Additional Exemptions for License Requirements.

The following general licenses are being issued and will also be valid until July 1:—

Cassia lignea, wet and dry hides, marble, pimento, and rum.

UNITED STATES WAR MEASURES AFFECTING CANADA.

Restricted Exports—Modifications.

NEW LICENSE SUBSTITUTED FOR SPECIAL EXPORT LICENSE RAC-8.

The United States War Trade Board announces in a new ruling (W.T.B.R. 549) the revocation of Special Export License RAC-8.

Special License RAC-8 was issued to the customs service to permit the exportation to Canada and Newfoundland of all articles not on the export conservation list, and such articles on the conservation list as the list specifically enumerated, without individual export license.

Inasmuch as the United States War Trade Board has issued Special Export License RAC-63 (W. T. B. R. 546), permitting the exportation of commodities not on the export conservation list to Great Britain, France, Italy, Japan, and their colonies, possessions and protectorates, such shipments as are outlined above destined to Canada and Newfoundland may now be forwarded under that special license (RAC-63).

SPECIAL UNITED STATES EXPORT LICENSE FOR SHIPMENTS OF CERTAIN COMMODITIES (RAC-63).

The United States War Trade Board announces in a new ruling (W. T. B. R. 546) that the special export license, known as RAC-63, has been revised and has now been granted to the customs service, effective February 1, 1919, authorizing the exportation to the United Kingdom, France, Italy, or Japan, their colonies, possessions, or protectorates, without individual export license, of (a) all shipments of commodities not on the export conservation list; (b) shipments of commodities on the export conservation list where the value of no one commodity exceeds \$200; and (c) shipments to Canada and Newfoundland of certain commodities on the export conservation list as noted in the list.

Shippers should note that it is unnecessary to apply to the War Trade Board for permission to ship under Special Export License RAC-63 and no special document issued by the United States War Trade Board is necessary in connection with such shipments.

The attention of shippers is called to the fact that shipments of the character outlined above being dispatched by mail must be exported under Special Export License RAC-52 (W.T.B.R. 545).

For the convenience of exporters the following is published as the procedure hereafter to be followed in exporting commodities by freight or express to the above destinations:—

1. To export any commodity not on the export conservation list or any commodity on the export conservation list valued at \$200 or less, or certain commodities on the

conservation list for Canada and Newfoundland as noted in the list, no individual license is required, and shipments may be made under Special Export License RAC-63 by presentation of shipper's export declaration (Customs Cat. 7525) in quadruplicate to the collector of customs at port of exit from the United States.

2. To export any commodity on the export conservation list of a value exceeding \$200 (except those on the list for which individual license is not required for Canada or Newfoundland), application for export license must be made on Form X or Form X-A and such supplemental information sheets used therewith as the regulations of the United States War Trade Board may require in connection with shipments of certain commodities.

Exporters should be careful to make the necessary freight arrangements before moving exports to seaboard and to acquaint themselves with the import requirements of the country of destination, and it is suggested that exporters avail themselves of the facilities of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, Washington, D.C., in obtaining information respecting the import regulations of foreign countries.

COMMODITIES REMOVED FROM EXPORT CONSERVATION LIST.

The United States War Trade Board announces, in a new ruling (W.T.B.R. 572), that the following commodities have been removed from the conservation list as of February 1, 1919:—

Bran.	Meal, as follows—
Beans.	Barley.
Flour, as follows—	Corn.
Barley.	Rye.
Corn.	Middlings.
Rye.	Peas, as follows—
Grains, as follows—	Dried.
Barley.	Split.
Brewers'.	Sugar.
Corn.	Cottonseed oil, hydrogenated.
Oats and products of.	
Rye.	

The United States War Trade Board not only is removing the above-mentioned commodities from the conservation list, but it also announces that licenses will be granted freely for their exportation to all destinations. Exports of these commodities to the Allies will no longer be made exclusively by the Food Administration Grain Corporation and the Wheat Export Company, and may be exported to Great Britain, France, and Italy, under general license RAC-63 and to Belgium under RAC-65.

Exporters should acquaint themselves with the import restrictions of the country of destination before consummation of any business, as in some countries the import regulations which were in force prior to the signing of the armistice are still in effect.

Exporters should note that wheat and wheat flour are still retained on the conservation list.

General Import License Amendment.

The United States War Trade Board announces, in a new ruling (W.T.B.R. 571), that the general license known as PBF No. 12, described in W.T.B.R. 234, issued September 18, 1918, has been amended to rescind clause "E" thereof, which provided that transcontinental rail shipments were not within the scope of such license.

This general license as amended now reads:—

Covering the importation of all commodities of the origin or destination specified below which arrive at any port of the United States and/or which are conveyed in transit through the territory of the United States, either in bond or otherwise, as follows:—

(a) Commodities originating in Canada or Newfoundland and destined for any country in the world; or originating in Great Britain, France, or Italy or any of their European or West Indian possessions and destined for Canada or Newfoundland.

(b) Commodities originating in Great Britain, France, or Italy, and destined for any West Indian colony, possessions, or protectorates of said countries, or originating in any of said West Indian colonies, possessions, or protectorates and destined for Great Britain, France, or Italy.

(c) Commodities originating in Canada or Mexico and destined for another point in the same country, passing through the United States en route.

(d) Commodities of whatever origin or destination not now or hereafter placed on the "restricted list."

IMPORTATION OF RAW FURS OF CANADIAN ORIGIN.

The United States War Trade Board announces, in a new ruling (W. T. B. R. 578), supplementing W. T. B. R. 481, issued January 4, 1919, and W. T. B. R. 525, issued January 20, 1919, that the following-named firms have been added to the list of those who have executed the agreement and to whom raw furs from Canada may be consigned under general license PBF No. 30:—

Charles Dalton, Chicago, Ill.
Federal Fur Company, St. Louis, Mo.
D. G. Harlow, Boston, Mass.
Albert Herskovits & Son, New York City.
James A. Kane, Brooklyn, N.Y.
Pollak & Terker, New York City.
Rogers Fur Company, St. Louis, Mo.
Strusser Brothers, New York City.
M. Sloman & Company, Detroit, Mich.
Speer Fur Corporation, New York City.
S. P. Tsoufkas, Chicago, Ill.
J. Winograd & Sons, New York City.
Bach Fur Company, Chicago, Ill.
M. Wallach, New York City.
J. P. Duffus, New York City.
The Ganss Fur Company, New York City.
Ed. H. Bill & Company, Boston, Mass.
J. Wagner Company, New York City.
G. Steinmarder, New York City.
Kennedy & Lake, Janesville, Wis.
General Hide & Skin Corporation, New York City.
M. Wolfsohn & Company, New York City.
Joseph Schill & Company, New York City.

Vreeland Fur Company, Detroit, Mich.
Julius Morris, New York City.
Lincoln Hide & Fur Company, Lincoln, Nebr.
Hotchner Brothers, New York City.
Weil Brothers, Fort Wayne, Ind.
John Knight, Boston, Mass.
Eitingon & Schild Company, New York City.
L. Rabinowitz, New York City.
John J. Short, Detroit, Mich.
J. S. Lodewick Company, New York City.
Haas & Goldsmith, New York City.
Redick Hide and Fur Company, Grand Forks, N. Dak.
American Hide and Leather Co., New York City.
Rosenberg Brothers, Detroit, Mich.
Steiner & Brothers, New York City.
J. W. Gilbert, Algonac, Mich.
St. Louis Fur Exchange, St. Louis, Mo.
Robert A. Pfeiffer, Detroit, Mich.
Hibbard-Stewart Company, Seattle, Wash.
Henry Dennett, New York City.
Cohn & Son, New York City.
F. A. Stephens & Company, Denver, Colo.

UNITED STATES SHIPPING BOARD WILL ANNOUNCE FREIGHT RATES.

(United States Commerce Reports.)

The United States Shipping Board is now prepared to give freight rates for all oversea traffic, both outward and inward bound, also through rates from foreign markets via ports of the United States.

Mr. J. H. Rosseter, the director of operations, has sent the following telegram to the assistant directors at New York, New Orleans, and San Francisco:—

To avoid any chance of misunderstanding or absence of advice to parties interested, please give widespread notice through commercial associations, also through the press, that the Division of Operations is prepared to name freight rates for all overseas trades both outward and homeward; also through rates from foreign markets via United States or direct to all world markets in cargo or parcel lots.

This division also will make forward quotations over the entire year when circumstances warrant, all with the purpose of giving every aid and facility to American commerce and industry consistent with national interests.

IMPORT REGULATIONS IN ITALY.

The following lists published in the *British Board of Trade Journal* of January 16, will be of interest to Canadian exporters:—

1. LIST OF ARTICLES FROM UNITED KINGDOM FOR WHICH AN IMPORT PERMIT IS REQUIRED.

Wine in bottles.
 Brandy and liqueurs.
 Chocolates and sweets (confectionery).
 Vanilla.
 Manufactured tobacco.
 Perfumery (except scented soaps).
 Woollen carpets.
 Furniture and frames.
 Printed matter (of the nature of engravings), not including books, illustrated post-cards, newspapers, periodicals, and sensitized postcards for photography.
 Manufactured furs, except made-up furs.
 Goldsmith's wares and gold and silver plate.
 Silversmith's wares and gilt and silvered articles.
 Jewellery, real and imitation.
 Gold watches.
 Motor cars, except chassis.
 Cycles.
 Precious stones, except those for industrial purposes.
 Mirrors and other manufactures of glass and crystal, except photographic plates.
 Feathers, ornamental.
 Hair, made-up.
 Toys.
 Small wares ("mercerie" which can be classed as luxuries).
 Fans.
 Musical instruments.
 Women's hats, trimmed.
 Artificial flowers.

For these articles, after an import permit has been obtained, no other steps are required with the Italian authorities where provision has been made for tonnage and for obtaining a foreign draft from the National Institute of Exchange.

Once the import permit has been granted, the fact that the draft has not yet been obtained, as in the case where long credit is given, is not any objection to the despatch of the goods.

2. LIST OF GOODS THE IMPORT OF WHICH IS RESERVED TO THE ITALIAN GOVERNMENT.

Ministry of Supplies and Consumption—

Olive oil, coffee, wheat, or other alimentary cereals and flours. Oats and oat substitutes, potatoes, rice, meat (frozen, salted or tinned), condensed milk, sugar, salmon, tunny fish in oil, lard.

Ministry of Arms and Munitions—

Benzol and toluol, vegetable and animal tallow, picric acid, caustic soda, carbonate of sodium and other carbonates, jute, nitrates of sodium and potassium, nitrate of ammonia, glycerine, acetate of lime and acetone, alcohol, naphthalene, cotton wool, cotton waste, iron, pig-iron, steel ingots (excluding scrap-iron and steel), laminated iron or steel, drawn wire of iron or steel, nickel, tin, lead, copper, antimony, zinc, aluminium and alloys.

Ministry of Finance—

Tobacco and saccharine.

Ministry of War—

Hides, horses, and mules.

Ministry of Commerce, Industry and Labour—

Wool.

For these goods an import license is required from the competent ministry in the same way as for the items in list 1. They will not be admitted into Italy if consigned to private firms or individuals.

The import of high-speed steel, tool steel and magnetic steel is controlled by the Italian Government under a special arrangement.

It should be remembered that the "Istituto Nazionale per i cambio coll' Estero" (National Institute of Exchange) still controls all operations in foreign exchange, and thus, even in the case of goods for which no import license is required, the Italian importer, before entering into any liabilities abroad, must apply at once in every case to the institute for the necessary draft to pay for the goods required.

TRACTION ENGINES EXEMPT FROM DUTY.

Memorandum of the Department of Customs of February 7, 1919 (No. 2280-B).

An Order in Council has been passed, as follows:—

“His Excellency the Governor General in Council, on the recommendation of the Minister of Finance and under the provisions of section 92 of the Consolidated Revenue and Audit Act, is pleased, from the seventh day of February, 1919, and until otherwise provided for, to grant and doth hereby grant authority for remission and refund of the customs duty on gas or gasoline traction engines for farm purposes *valued at not more than fourteen hundred dollars each* and repairs therefor when entered at customs after the seventh day of February, 1919.”

In order to expedite importation and delivery of the said traction engines and repairs therefor, they may be entered at the custom house as free of ordinary duty and war tax, on the usual form of entry for home consumption (B1) until otherwise provided for.

The articles should be set forth in the entry in the words by which they are above described.

THE CITY OF VERA CRUZ, MEXICO.

(Bulletin of the Pan-American Union.)

At the present time Vera Cruz has a population of 50,000 inhabitants—an increase of 20,000 in the last two decades. In those 20 years noteworthy changes have taken place, the city gradually losing its colonial aspect and being embellished and modernized in every respect. Great sanitation and port works have been constructed, and the extirpation of yellow fever, which periodically scourged the city, has been effected. There are many public buildings of recent construction, among which are those of the custom-house, the general lighthouse board, and the post and telegraph office, all three built on land reclaimed from the sea by the port works to which reference will be made later. The principal facade of the new custom-house building looks westward—that is, toward the city of Vera Cruz—away from the sea. The edifice was finished in 1910, and is of cement construction, of a very severe and rather dignified style. The post and telegraph building, situated in the vicinity of the wharves, is also of cement and composed of two wings, joined by a majestic ionic colonnade. The facade is adorned by artistic stone busts of prominent sons of Vera Cruz, and at the sides of the steps that lead to the entrance are four stone lions. The edifice of the general lighthouse board, finished in 1906 and dedicated in 1910, occupies an area of 50 by 70 metres on the main wharf. It is rectangular in shape, of harmonious proportions, with a turret at each corner and a tower 50 metres high, in which has been placed the “Benito Juarez light,” whose beams may be seen in clear weather at a distance of 90 miles.

The streets of Vera Cruz, although narrow, are straight and very clean—a requirement made necessary by the sanitary conditions of the port and the extremely hot climate. The city has an electric railway system and an excellent water supply.

Vera Cruz has four lines of railway: The Mexican railroad, a marvellous feat of engineering, connects the city with the capital, and which is justly famed for the beauty of the views it offers to the astonished eye of the traveller; the Interoceanic, which also joins the port and the capital; the Vera Cruz-Isthmus road, which connects with the Tehuantepec railway uniting the two extremes of the isthmus; and the Alvarado railroad, which is of only local importance.

The port was an open and unprotected roadstead, entirely unsuitable for commerce of any importance, and it was necessary to carry out extensive improvements, constructing an artificial port. These works were commenced in 1895 and required seven

years, the new port having been inaugurated by President Diaz, March 6, 1902. The cost of the improvements was approximately 30,000,000 pesos, and an area of more than 100 hectares was reclaimed from the sea. The port works are divided into interior and exterior sections, the latter consisting of the moles and breakwaters which protect the bay and shelter vessels from the fury of the "northers." The chief part of the interior works is the sea wall and wharves. In order to remove the water which formerly covered the area now protected by this sea wall, sand was dredged from the bottom of the bay and carried inside the wall by means of great pipes. The principal wharf is 380 metres long and 100 wide, with a depth at the sides of 10 metres. It has sufficient capacity for seven ships of large tonnage to load or unload at the same time. The north breakwater is the main one, protecting the bay against the fury of the winds that blow from that quarter. It has rock foundations 3 metres above the level of low tide, and upon these, blocks of 35 and 40 tons weight. The average width of the breakwater is 30 metres and its length 748 metres. Its extremity constitutes the northern entrance to the artificial port, crowned by a lighthouse.

These port works, however, would have been practically useless had not the sanitary conditions of the city been improved so as to stamp out intermittent fevers, thus giving a considerable impulse to international trade and attracting new lines of steamers to Vera Cruz. William Fox, one of the best-known English engineers, visited Vera Cruz in the autumn of 1898 and studied the problem of the sanitation of the port, recommending the improvement of the water supply and the construction of a modern system of sewerage. These recommendations having been adopted, the English firm of S. Pearson & Son (Ltd.) in 1901 signed a contract with the Federal Government and the State of Vera Cruz for providing the city with both facilities. These improvements were successfully completed three years later and formally inaugurated on February 27, 1904. One of the most eminent physicians of Mexico, Dr. Eduardo Liceaga, carried on a very active sanitary campaign to free the port from the ravages of yellow fever, and these efforts have been crowned with the fullest measure of success. The cost of the potable water supply was \$2,250,495 and that of the sewerage system \$1,713,998.

Naturally, present conditions due to the war have considerably diminished the traffic of the port, and the storerooms of the custom house are crowded with goods which await vessels for transportation to their destination. During the last year Tampico has surpassed Vera Cruz in the amount of its exports, consisting of petroleum from the inexhaustible deposits of this precious liquid found along the shores of the Panuco, and also in its imports, composed largely of the machinery indispensable for the exploitation of the petroleum industry. Vera Cruz, however, as a general port, not given up, like Tampico, to one special industry, still holds first place in the Republic.

In normal times imports reached more than \$30,000,000 annually and exports exceeded \$20,000,000, but the disturbances to trade caused by the world war have reduced these figures in the last few years. During the first half of 1917, however, exports from Vera Cruz to the United States alone reached the value of \$7,242,781—a sum which compares favourably with the amount of exports to United States markets for the same period at any time previous to the war.

Now that the war has finally come to an end, Vera Cruz is preparing to renew her international commerce on an even greater scale, and to send beyond the seas the agricultural and mineral products yielded by the fertile soil of Mexico, and especially of the State of Vera Cruz, rich in tobacco, cotton, cereals, coffee, cacao, and a host of other important products. There is no doubt that in the period of reconstruction which will follow the signing of peace terms, Mexico, like her sisters on the American Continent, will be an important factor because of her natural wealth, her mineral deposits, and the raw materials that she supplies to the markets of the world, in the great work of civilization, and Vera Cruz, as the foremost port of the Republic, will be the barometer which indicates the prosperity that the future holds for the land of Morelos and Juarez.

NEW DOMINION INCORPORATIONS.

Saguenay Securities Company, Limited. Incorporators: Errol Malcolm McDougall, King's counsel; Leslie Gordon Bell and Sadi Conrad Demers, advocates; John Buchanan Henderson, clerk; and Beatrice Isolde Brandt, stenographer—all of Montreal. Capital, \$10,000, divided into 100 shares of \$100 each. Chief place of business, Montreal.

P. J. Dwyer, Molybdenite, Limited. Incorporators: Lena Adams, book-keeper; Henry Cartwright Secord, broker; Kenneth Alexander McRae, engineer; Mable Gray and Vera Marion Gray, teachers—all of Toronto. Capital, \$350,000, divided into 350,000 shares of \$1 each. Chief place of business, Toronto.

Merritt and Company, Limited. Incorporators: Herbert Leslie Merritt and Clarence Henry Meritt, traders; George Best Merritt, lumberman; Elizabeth Jane Merritt, married woman; and Grace Vivian Merritt, spinster—all of Chatham, Ontario. Capital, \$75,000, divided into 750 shares of \$100 each. Chief place of business, Chatham, Ontario.

Henri Peladeau, Limitée. Incorporators: Henri Peladeau et Alfred Gingras, marchands de bois; Louis de Gonzague Garand, comptable; Hélène Lawlor, sténographe; et Zénophile Peladeau, Commis—tous de la cité de Montreal. Capital \$99,000, divided into 990 shares of \$100 each. Chief place of business, Montreal.

The Fireless Cooker Company of Canada, Limited. Incorporators: Frank Ernest Ault, real estate agent; Arthur Ellis, barrister-at-law; and Alexander Roy Macdonald, manufacturer—all of Ottawa; and Arthur Ouellette, foreman and Elda LaRiviere, stenographer—both of Hull. Capital, \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Hull, Quebec.

International Button Company, Limited. Incorporators: William Charles Thompson, manufacturer; Nora Charlotte Bellew, stenographer; Mary Lawlor, spinster; Ida MacDonald, married woman; Benedict Cosgrove Bellew, commercial traveller; and Fred. Hunter, manufacturers' agent—all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Supplementary letters patent have been issued changing the name of "The Oliver Chilled Plow Works of Canada, Limited," to that of "The International Plow Works of Canada, Limited."

Supplementary letters patent have been issued increasing the capital stock of Griffith McNaughton, Limited, from \$40,000 to \$300,000, and changing the corporate name of the company to that of "Kenwood Mills, Limited."

NOTE.—It should be noted that the incorporators of companies are often only nominal, the stenographers and other clerks in the office of a law firm commonly acting temporarily.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending February 7, 1919.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	1,834,797	130,132	330,692	1,021	2,296,642
Consolidated Elevator Co.	1,382,286	36,233	76,595	19,910	1,506,024
Empire Elevator Co.	1,204,023	132,520	114,292	58,927	1,509,762
Ogilvie Flour Mills Co.	1,230,863	42,909	241,697		1,515,469
Western Terminal Elevator Co.	1,611,992	38,055	33,716	78,432	1,768,195
G.T. Pacific	4,199,587	389,404	286,209	76,190	4,951,390
Grain Growers' Grain Co.	1,178,572	451,465	465,818		2,095,855
Fort William Elevator Co.	883,632	285,733	136,908	28,159	1,334,432
Eastern Terminal Elevator Co.	1,009,071	80,731	140,383		1,230,185
Northwestern Elevator Co.					
Port Arthur—	799,475				799,475
Port Arthur Elevator Co.	4,784,023	752,460	1,172,464		6,708,947
D. Horn & Co.					
Canadian Government Elevator.	1,479,523	212,866	205,302	126,117	2,023,808
Can. Govt., for Imperial Government.				2,388	2,388
Thunder Bay.	912,250	143,439	156,724	38,540	1,250,953
Davidson & Smith	246,597	191,424	143,554		581,575
Sask. Co-operative Elevator Co.	1,659,816	176,211	117,699	114,755	2,068,481
Eastern-Richardson	771,809	78,763	43,626	38,549	932,747
Total Terminal Elevators.	25,188,316	3,142,345	3,671,679	573,988	32,576,328
Saskatoon Can. Govt. Elevator.	573,983	1,005,409	115,977	790	1,696,159
Moosejaw Can. Govt. Elevator.	1,113,307	618,189	51,880	*1,763	1,786,569
Calgary Can. Govt. Elevator.	1,199,955	887,835	142,955	1,430	2,237,497
Vancouver Can. Govt. Elevator	344,427	180,777	7,674	†4,772	558,599
Total Interior Terminal Elevators.	3,231,672	2,692,210	318,486	36,456	6,278,824
Depot Harbour.	487,037				487,037
Midland—					
Aberdeen Elevator Co.	460,777				460,777
Midland Elevator Co.	1,501,775	3,300	*106,373		1,611,448
Tiffin, G.T.P.	1,862,769				1,862,769
Port McNicol.	2,530,246	1,045	111,974		2,643,265
Collingwood.	146,098				146,098
Goderich—					
Elevator & Transit Co.	864,568				864,568
West Canada Flour Mills Co., Ltd.	620,181				620,181
Elevator & Transit Co.—Grain afloat.	540,893				540,893
Kingston—					
Montreal Transportation Co.					
Commercial Elevator Co.	1,413	20,517			21,930
Port Colborne Dom. Govt. Elevator.	1,953,930				1,953,930
" Maple Leaf Milling Co., Ltd.	1,273,104				1,273,104
Prescott.					
Montreal—					
Harbour Commissioners No. 1.	2,374,695	64,223	225,478	14,776	2,679,172
" " No. 2.	324,742	682,930	229,093		1,236,765
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners.	637,270	265,270	748		903,288
West St. John, N.B.	590,377	17,341	116,213		723,951
Halifax, N.S.	434,222				434,222
Total Public Elevators.	17,754,270	1,054,626	*106,373	14,776	19,613,551
Total quantity in store.	46,174,258	6,889,181	4,673,671	625,220	58,468,703

* Rye. † Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended February 7, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		36,596	181,621		218,217
No. 1 Northern		7,854,255	2,144,584	8,240,566	18,239,405
No. 2 "		3,761,939	279,698	2,956,555	6,998,192
No. 3 "		4,280,289	169,797	2,453,827	6,903,913
No. 4 Wheat		3,661,057	75,653	2,075,174	5,811,884
No. 5 "		1,997,967	22,893	663,768	2,684,628
No. 6 "		2,252,777	3,196	378,469	2,634,442
Other		1,343,436	95,890	985,911	2,425,237
Australian			258,340		258,340
Totals		25,188,316	3,231,672	17,754,270	46,174,258
Oats—					
No. 1 C. W.		1,707	5,292		6,999
No. 2 "		269,808	557,286	89,041	916,135
No. 3 "		548,402	392,406	39,716	980,524
Ex. No. 1 Feed		335,934	437,214	107,694	880,842
No. 1 Feed		398,799	566,544	181,523	1,146,866
No. 2 "		986,166	591,386	105,675	1,683,227
Other		601,529	142,082	530,927	1,274,587
Totals		3,142,345	2,692,210	1,054,626	6,889,181
Barley—					
No. 3 extra C.W.		1,139			1,139
No. 2 "		1,397,257	100,991	226,574	1,724,844
No. 4 "		1,331,290	122,744	163,220	1,617,254
Feed		284,158	14,960	22,793	321,911
Rejected		361,443	36,307	103,545	501,295
Other		296,392	43,484	167,374	507,250
Totals		3,671,679	318,486	683,506	4,673,651
Flax—					
No. 1 Northwestern Canada	1,199	335,315	2,588		339,102
No. 2 C.W.	516	166,864	410		167,790
No. 3 "	673	62,239	907		63,819
Imperial Govt.			27		27
Rejected			181		181
Other		7,182	87	14,776	22,045
Totals	2,388	571,600	4,200	14,776	592,964
Corn			9,570		9,570
Rye			22,686	106,373	129,059
Total quantity in store		32,576,328	6,278,824	19,613,551	58,468,703

INDUSTRIAL DEVELOPMENT IN FINLAND.

(United States Commerce Reports.)

In 1914 industries employed 112,835 workmen, with a production for the year of 702,105,800 Finnish marks. (Finnish mark is normally equivalent to 19.3 cents.) The number of industrial establishments was 5,024. The motive power used was 338,622 horse-power, of which 154,560 was supplied by water power, 136,031 by steam power, 8,917 by internal-combustion motors, 38,670 by electric motors, and 444 by other motors.

CANADIAN GRAIN STATISTICS.—*Continued.*

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on February 7, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>February 7, 1919—</i>			
Terminal elevators.....	25,188,316	7,388,012	32,576,328
Interior terminals.....	3,231,672	3,047,152	6,278,824
Public elevators in the East.....	17,213,377	1,859,281	19,072,658
Afloat.....	540,893	—	540,893
Total.....	46,174,258	12,294,445	58,468,703
<i>February 8, 1918—</i>			
Terminal elevators.....	5,474,024	6,921,328	12,395,352
Interior terminals.....	773,000	2,644,999	3,417,999
Public elevators in the East.....	7,236,930	3,173,542	10,410,472
Afloat.....	2,691,868	—	2,691,868
Total.....	16,175,822	12,739,869	28,915,691
<i>February 9, 1917—</i>			
Terminal elevators.....	22,801,702	14,605,980	37,407,682
Grain afloat.....	89,245	101,331	190,576
Interior terminals.....	4,961,088	3,160,099	7,121,187
Public elevators in the East.....	4,321,586	7,395,421	11,717,007
Total.....	32,173,621	24,262,831	56,436,452
<i>February 11, 1916—</i>			
Terminal elevators.....	22,219,104	10,663,983	32,883,087
Grain afloat.....	1,973,657	973,311	2,946,968
Interior terminals.....	2,095,665	489,921	2,585,586
Public elevators in the East.....	6,668,290	4,419,488	11,087,778
Total.....	32,956,716	16,546,703	49,503,419
<i>February 11, 1915—</i>			
Terminal elevators.....	5,064,717	2,996,457	8,061,174
Grain afloat.....	283,132	—	283,132
Interior terminals.....	1,618,640	981,629	2,600,269
Public elevators in the East.....	4,358,108	3,616,967	7,975,075
Afloat.....	113,441	—	113,441
Total.....	11,438,038	7,595,053	19,033,091
<i>February 12, 1914—</i>			
Terminal elevators.....	10,882,656	7,727,350	18,610,006
Grain afloat.....	4,083,630	3,310,060	7,393,690
Public elevators in the East.....	5,795,525	3,456,204	9,251,729
Grain afloat.....	110,719	—	110,719
Total.....	20,872,530	14,493,614	35,366,144

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending February 7, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			47,065	47,065
C.P.R., West St. John, N.B.	2,592	496,012		498,604
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	266,051	85,074	19,675	370,800
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,514	97,875		862,389
Quebec Harbour Commissioners, Quebec	42,649			42,649
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	88,822	538,801
Halifax, N.S., C.G.R.	7,491			7,491
Port McNicol, C.P.R.	1,368,594	39,264		1,407,858
Goderich Elevator and Transit Co.				—
Midland Elevator Co., Midland, Ont.		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.	8,313	212,966		221,279
Total	3,981,572	1,629,202	155,562	5,766,336

* Barley.

RELEASE OF BRITISH TONNAGE.

(British Board of Trade Journal.)

The shipping controller desires to intimate that British ships as they complete their voyages on and after March 1 at ports of redelivery in the United Kingdom, or in exceptional cases at ports abroad, will be released from requisition, except in so far as they are required for Government purposes or are ships to which special conditions apply, and shipowners in general are now free to make arrangements for the employment of their ships from the time indicated subject to employment and charters being approved by the controller and the necessary licenses for proposed voyages being obtained.

With a view to safeguarding the essential imports and exports of the United Kingdom and of the Allies it will be necessary for some time to come to maintain a system of direction as to employment and a limitation of freight rates for the carriage of such essential commodities.

All owners will have full liberty to negotiate employment through their own agents or brokers.

The shipping controller is hopeful that all essential services will be adequately provided for under the above arrangement, but it is, of course, to be understood that the power of requisition is held in reserve for use at any time should the necessity arise.

This notice does not apply to ships wholly engaged on naval or military services.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

FUTURE OF LEATHER IMPORTS IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Manchester, January 28, 1919.—Naturally there has been in the United Kingdom a huge demand for leather to meet military demands during the last four years. These demands brought the various leather industries under the controlling influence of the Government: consequently leather for ordinary commercial and civilian use was scarce and dear. Gradually the restrictions on the purchase, the sale, and use of leather will be relaxed. It may therefore interest Canadian manufacturers of this commodity and manufactures of the same to peruse the statistics relating to British imports during the last five years and to ascertain therefrom the possibilities of trade with the United Kingdom. There can be no doubt that the demand will be brisk for some years, and that prices will remain high.

IMPORTS OF HIDES.

The imports of hides in 1913 were approximately 761,000 hundredweights, and by 1917, the latest figures available, they fell to 464,000 hundredweights, due to causes well known in Canada. The chief sources of supply were the United States and British India, the former country supplying more than half the total imports of 1913 and the latter country one-fourth. By 1917 imports from the United States had declined to about one-fourth of the total, while those from British India had advanced to more than one-half. Purchases from Canada fell from 50,515 hundredweights in 1913 to 3,856 hundredweights in 1917.

IMPORTS OF BOX CALF.

In normal times the imports of box calf were about 47,000 hundredweights, the main source of supply being Germany. Only small quantities were purchased from Canada before the war—9 hundredweights in 1913—but these advanced to 3,730 hundredweights in 1915, afterwards declining to 3,135 hundredweights in 1916, and 1,032 hundredweights in 1917. It remains to be seen whether Canada, under more favourable transportation conditions, can maintain or increase her sales and thus procure a portion of the trade hitherto held by Germany.

IMPORTS OF LEATHER GLOVES.

Canadian manufacturers are advised to turn their attention to the British market for leather gloves. It is a branch of trade hitherto held almost exclusively by Germany, Austria-Hungary, Belgium and France. The imports and countries of origin are quoted below in full. It will be observed that the total imports in 1917 were only one-sixth of the quantities brought in during 1913.

	1913.	1914.	1915.	1916.	1917.
	Doz. Pairs.	Doz. Pairs.	Doz. Pairs.	Doz. Pairs.	Doz. Pairs.
Germany..	343,009	194,906	.....	.....	—
Belgium..	278,916	165,104	114,638	28,328	1,063
France	466,688	386,683	484,134	331,625	235,029
Italy..	11,379	33,250	76,829	13,544	756
Austria-Hungary	369,886	161,281	2,047	.....	—
United States..	2,159	2,669	34,795	65,499	14,160
Other foreign countries..	1,834	4,222	8,059	4,454	488
Total from foreign countries.	1,473,871	948,115	720,502	443,450	251,496
Total from British Possessions.	72	152	390	1,583	1,125
Total	1,473,943	948,267	720,892	445,033	252,621

UNENUMERATED LEATHER MANUFACTURES.

Under the above heading the following statistics appear in the Board of Trade returns. They comprise numerous manufactures of leather, and show how large a

proportion came from Germany in pre-war days. It should be observed also that the United States has taken advantage of the situation created by the absence of competition with Germany during the war period. It is hoped that Canadian manufacturers will study British demands for these small leather goods and endeavour to obtain a good share of the business previously held by Germany.

	1913.	1914.	1915.	1916.	1917.
Germany.. . . .	£881,564	£462,563	£ 243	£ 75	£ 52
Netherlands.. . . .	13,351	9,492	17,777	16,324	8,232
Belgium.. . . .	22,241	8,183	.....	.....	—
France.. . . .	33,326	16,940	22,159	26,369	8,481
Austria-Hungary.. . . .	3,636	4,126	.....	.....	—
United States	32,531	73,741	359,946	262,390	28,190
Other foreign countries.. . . .	4,446	3,559	11,413	24,851	903
Total from foreign countries..	£991,095	£578,604	£410,538	£330,009	£145,858
Total from British possessions..	£347	£4,581	£18,392	£4 857	£13,571
Total.. . . .	£991,442	£583,185	£428,930	£334,866	£159,429

LEATHER BELTING.

While a large proportion of the British demand for machinery belting is met by home manufacturers, the Netherlands and the United States export fairly large quantities to the United Kingdom. The total imports during the last five years for which statistics are available were: 1913, 5,192 hundredweights; 1914, 4,219 hundredweights; 1915, 8,248 hundredweights; 1916, 4,107 hundredweights; 1917, 2,851 hundredweights. Of the quantity imported during 1913, Germany supplied 1,707 hundredweights, the Netherlands 1,519 hundredweights, and the United States 1,215 hundredweights. Of the 1917 total, 2,092 hundredweights came from the United States.

A small quantity, 158 cwts., appears to have been received from Canada in 1915, but none has been imported since. Large quantities are used in Manchester and district, and if Canadian manufacturers are disposed to send full particulars and prices delivered Manchester the same shall be placed before the leading buyers.

LOOKING TO CANADA FOR PULP.

TRADE COMMISSIONER J. E. RAY.

As an illustration of the attitude of British paper-makers towards future trade with Canada the following note from *The World's Paper Trade Review* may be read with interest. It is headed "Scandinavian v. Canadian Pulps."

"There seems to be every likelihood, with increased shipping facilities imminent, of large and continuous supplies of Canadian and Newfoundland pulp reaching the British market. It is surprising to learn that quotations reaching British paper-makers show Canadian pulps to be 15 to 20 per cent cheaper than the Scandinavian product. The soaring prices of Norwegian and Swedish pulps will naturally stimulate business relations with other sources of supply; again, the spirit of patriotism favours trade with our colonies. In Sweden it is understood that influential banking interests wield a controlling influence on both pulp and paper mills in that country. No one can dispute the right of combination or co-operation on legitimate lines, but when reports gain currency that 'Sweden is out to capture the British paper market' (particularly 'news'), it is not surprising, when faced with comparatively high prices for pulp and undercutting rates for paper, that the English papermaker views with suspicion any movement in Scandinavia dealing with controlled sales or prices. There are mills in Norway and Sweden manufacturing brands of pulp of established reputation, particularly for the higher grade of writings, but Canadian sulphite for 'news' and printings, and mechanical, are likely to be freely imported into this country in the future."

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

251. A correspondent at Antwerp is open to take up agencies for the sale of Canadian chemicals, leather, agricultural implements, wood-pulp, etc., in Belgium.

252. **Fish.**—A Greek firm in London wishes to enter into relations with Canadian exporters of cod and other fish for shipment to the Levant; also with packers of canned salmon.

253. **Beetroot seeds.**—A London firm which imports Russian beetroot seeds would like to get into touch with Canadian importers desirous of obtaining supplies.

254. **Opal glass bottles.**—A London firm of chemical manufacturers are desirous of getting into touch with Canadian manufacturers of opal glass bottles open to accept orders.

255. **Casein.**—The Manchester branch of a French firm asks to be placed in touch with Canadian manufacturers of casein for industrial purposes.

256. **Office furniture and equipment.**—A London firm of wholesale furniture manufacturers ask to be placed in correspondence with Canadian manufacturers of office furniture and equipment, with a view to purchase if satisfactory arrangements can be made.

257. **Fish, canned salmon, fruits, and vegetables.**—A British company trading in countries bordering on the Eastern Mediterranean wishes to secure supplies of Canadian cod and other fish, canned salmon, canned fruits, and vegetables.

258. **Boot hooks and eyelets, wood heels, etc.**—A London boot and shoe manufacturing company wishes to be placed in correspondence with Canadian manufacturers in a position to export boot hooks and eyelets, wooden heels, stiffeners, pulp heels, felt and leather toe puffs, boot loopings, etc., of which they are purchasers.

259. **Wood-pulp board.**—A Bristol concern who are large buyers of wood-pulp board, to weigh in the size 40-inch by 45-inch about 180 sheets to the hundredweight, desire quotations for a contract of 100 to 150 tons per annum, delivered in lots of 10 tons per month.

260. **Corset fittings.**—A firm of corset manufacturers in Bristol wishes to enter into communication with firms in Canada making the following corset fittings: Corset busks or clasps, steels, suspenders, suspender buckles, wire loops and rubber buttons, laces, bindings, elastics and eyelets. Samples have been forwarded to the Department of Trade and Commerce, Ottawa. For further particulars see *Weekly Bulletin* No. 661, September 25, 1916.

261. **Cereals.**—A Bristol firm of importers desires to be put in touch with a Canadian concern who are in a position to export cereals to the United Kingdom.
262. **Macaroni, vermicelli and soup pastes.**—A concern in Bristol wishes to obtain the agency for a firm in Canada producing macaroni, vermicelli and soup pastes.
263. **Steel wire rods.**—A Cardiff wire rope manufacturing firm wishes to obtain high carbon steel wire rods from Canada.
264. **Canned meats.**—A Bristol firm desires to be put in touch with a Canadian concern in a position to export canned meats.
265. **Cereals.**—A firm of brokers in Bristol wishes to obtain an agency for a good brand of rolled oats, oatmeal or any other cereals.
266. **Dried green peas.**—A Bristol concern is desirous of obtaining dried green peas from Canada.
267. **Beans.**—A house in Bristol wishes to enter into communication with a Canadian firm able to ship canned or dried beans to the United Kingdom.
268. **Macaroni and vermicelli.**—A Bristol brokerage firm desires to obtain macaroni and vermicelli from Canada.
269. **Pearl barley.**—A firm in Bristol wishes to be put in touch with a Canadian concern in a position to export pearl barley.
270. **Sardines.**—A Bristol concern is desirous of hearing from a Canadian firm canning so-called sardines which is able now, or will be in the future, to ship to this market.
271. **Dried green peas.**—A firm in Bristol wishes to be put in touch with a Canadian concern able to export dried green peas.
272. **Canned fruits and vegetables.**—A Bristol concern desires to enter into correspondence with a firm in Canada canning fruits and vegetables.
273. **Macaroni and vermicelli.**—A Canadian firm in a position to export macaroni and vermicelli is asked to communicate with a firm in Bristol.
274. **Glycerined eggs.**—A house in Bristol desires to obtain eggs shipped in glycerine from Canada.
275. **Lobsters.**—A Bristol concern wishes to import lobsters from the Dominion.
276. **Sardines.**—A firm in Bristol would like to hear from a Canadian concern who are in a position to ship so-called sardines.
277. **Canned fruit.**—A Bristol concern desires to be put in touch with a firm in Canada having canned fruit for shipment.
278. **Canned tomatoes.**—If there is a Canadian firm with canned tomatoes for export they are asked to write to a Bristol concern wishing supplies.
279. **Salmon.**—A Bristol firm wishes to import canned salmon.
280. **Linseed cake.**—A Bristol concern is very desirous of entering into communication with a good reliable firm in Canada manufacturing linseed cake with a view to making connections.
281. **Canned fruits** are required by a firm in Swansea.
282. **Peas.**—A Swansea concern wishes to obtain dried green peas, split peas, and whole white peas from Canada.

283. **Salmon.**—A firm in a position to export canned salmon is asked to communicate with a firm in Swansea.

284. **Tomatoes.**—A South Wales concern is desirous of obtaining canned tomatoes from Canada.

285. **Canned meats.**—A firm in Swansea wishes to hear from a Canadian manufacture of corned beef and tongue.

286. **Hams and bellies.**—A Swansea concern desires to enter into communication with a Canadian exporter of hams and bellies.

287. **Ash stems.**—A Leeds firm is open to buy the above in carload lots as soon as conditions permit.

288. **Wire nails.**—A Leeds firm, although not in the market for the above at present, when buying, make contracts of from 250 to 500 tons, and would like to hear from Canadian exporters.

289. **Wire rods.**—A Warrington firm who use 20 to 30 tons of the above in coil, and up to 200 or 300 tons monthly of straight lengths and bars up to about 6-inch diameter, would like to get into touch with Canadian exporters.

290. **Bran and middlings.**—A Hull firm who are large distributors of bran and middlings would like to hear from Canadian exporters with a view to business as soon as conditions permit.

291. **Wire rods.**—A Warrington firm will be in the market for 200 tons mild steel rods, No. 6, S.W.g. in coils not exceeding 36-inch outside diameter as soon as conditions permit.

292. **Roll-top desks and household chairs.**—A Liverpool firm wishes to hear from exporters of the above with a view to arranging for a buying agency with exclusive rights in the district.

293. **Linseed cakes.**—A Hull firm wishes to hear from exporters of the above with a view to business as soon as conditions permit.

294. **Hot-water heating boilers and radiators.**—A Liverpool firm who uses large quantities of the above would like to consider the possibility of introducing Canadian lines.

295. **Linseed cake and cattle-feeding stuffs.**—A Liverpool firm wishes to hear from actual manufacturers of the above, with a view to business as soon as conditions permit.

296. **Canned salmon and canned meats.**—A Liverpool firm asks to be placed in touch with packers of the above with a view to business as soon as conditions permit.

297. **Condensed milk.**—A Liverpool firm wishes to get in touch with an exporter prepared to place the above on the market on an extensive scale, as soon as conditions permit.

298. **Hard and soft wire rods.**—A Halifax firm who have been large importers of the above from the United States wish to get into touch with Canadian producers with a view to business as soon as conditions permit.

299. **Broom handles, deal hoe handles, ash spade shafts, ash hay fork handles.**—A Hull firm wishes to hear from exporters with a view to business as soon as conditions permit. Broom handles, 50-inch by 1½-inch and 48-inch or 50-inch by 1½-inch for cheaper line; hoe handles, 60-inch by 1-inch; hay forks, 4-feet, 4½-inch, 5-feet, 5½-inch, 6-feet; spade shafts, 30-inch, 32-inch, crutch and "D."

300. **Starch powder, milk powder.**—A Liverpool firm wishes to hear from exporters of the above with a view to business as soon as conditions permit.

301. **Maize flakes, farina and all kinds of farinaceous goods.**—A Liverpool firm wishes to get into touch with exporters of the above with a view to business as soon as conditions permit.

302. **Galvanized fencing wire, galvanized barb wire, and wire nails.**—A Leeds firm is open to buy the above in 25 to 50 ton lots as soon as conditions permit.

303. **Pulp board and strawboard.**—A Leeds firm is interested in the above with a view to future business.

304. —**Picture mouldings.**—An importer in Harrowgate, England, wishes to get supplies of picture frame mouldings in gilt, composition or fancy woods, cash against documents.

305. **Butter box boards.**—The Chief Inspector of Dairying, Department of Agriculture and Technical Instruction for Ireland, would like to receive communications from Canadian firms who can supply plain butter box boards in shocks. For further information see *Weekly Bulletin* Nos. 780 (Jan. 6, 1919, p. 13) and 781 (Jan. 13, 1919, p. 57).

306. **Bitumen.**—A Durban firm wants quotations on 100-ton lots of bitumen 98 per cent pure, shipped in drums or casks of 400 or 500 pounds.

307. **Refined coal tar or blast furnace tar.**—An engineering firm of Durban asks for particulars from Canadian producers.

308. **Asbestos sheet.**—A South African firm asks for samples, prices and literature on asbestos sheets of all kinds.

309. **Agencies.**—A Durban firm with branch offices in the principal centres of South Africa is prepared to take up the representation of Canadian manufacturers in hardware, general proprietary lines, and foodstuffs, all kinds, except flour.

310. **Baling wire.**—A Pretoria firm of wholesale merchants asks for samples and prices of baling wire, with information as to quantities per reel.

311. **Electrical material.**—A Durban firm of agents who are prepared to purchase, or act as local agents, ask for catalogues, price lists and samples, when possible, in electrical supplies of all kinds.

312. **White lead.**—A Durban firm asks for quotations on white lead.

313. **Agencies.**—A Durban commission agent covering all centres of South Africa is prepared to represent Canadian manufacturers in hardware, all kinds, enamelware, lanterns, kitchen utensils, smallwares, school requisites, foodstuffs, and any line suitable for the wholesale trade.

314. **Catalogues and price lists.**—An Orange Free State firm asks for Canadian catalogues and price lists on all lines of hardware, household goods, electrical goods, iron and steel, piping, wire, agricultural and dairy implements and machinery and furniture shipped in k.d.s.

315. **Catalogues and price lists.**—A Durban wholesale firm asks for catalogues and price lists on all lines of hardware, household utensils, lanterns and tools of all kinds.

316. **Catalogues.**—A Natal firm asks for catalogues and price lists from Canadian manufacturers in all lines suitable for wholesale distribution, and in a special way desires information from manufacturers of oil engines, agricultural implements, and heavy milk cans.

317. **Catalogues and prices.**—A Natal firm requests from Canadian manufacturers catalogues and prices on hardware, cart and carriage material, bolts and nuts, lanterns, shovels, binder twine, brushware, handles, ammunition, wire of all kinds and agricultural and dairy implements.

318. **Agricultural machinery and implements.**—A Natal firm specializing in agricultural implements and machinery requests catalogues and price lists on all supplies suitable for sale to the farming community.

319. **Electrical irons.**—An Orange Free State firm asks for catalogues and price lists for electrical irons and other electrical household appliances.

320. **Butchers' supplies.**—A Durban firm making a specialty of butchers' supplies asks for catalogues and price lists from Canadian manufacturers. Quotations also wanted on round blocks 15 to 18 inches deep, size 36 or 40-inch and on square or rectangular blocks about 10 inches deep and in oblong the same thicknesses by 42/30 and 48/30.

321. **Bakers' supplies.**—A Durban firm specializing in bakers' supplies asks for catalogues and price lists.

322. **Dairy supplies.**—A Durban firm with branch stores in all centres of South Africa asks for catalogues and price lists on dairy supplies, including vats, moulds, etc.

323. **Agencies.**—A Durban firm of manufacturers' agents now representing some leading Canadian concerns is prepared to take up any lines suitable for the wholesale trade for Durban and district. Immediate correspondence requested.

324. **Wall paper.**—A Durban commission house is prepared to take up the representation of a Canadian wall paper house for Durban and district.

325. **Building material.**—A Durban firm specializing in building material requests correspondence, catalogues and price lists from Canadian manufacturers of doors, windows, 3-ply boards and panels, building or wall boards, and other building materials.

326. **Box shooks.**—Correspondence, including details of possibility of supply and prices, is requested by a Durban firm dealing in box shooks of all kinds.

327. **Fertilizers, disinfectants and sprays.**—A Durban firm asks for samples, prices and correspondence from firms prepared to export in the above lines.

328. **Catalogues and price lists.**—A leading South African firm of wholesale jobbers requests catalogues, pamphlets on any line suitable for wholesale distribution, including mining supplies of all kinds except heavy machinery.

329. **Foodstuffs.**—A leading Johannesburg firm of wholesalers asks when possible for samples or labels and prices on any line of foodstuffs or proprietary lines.

330. **Catalogues and price lists.**—A wholesale firm in Durban asks for catalogues and price lists on hardware, brushware, tools, dairy utensils, agricultural implements, household utensils, shovels, handles, furniture of all kinds shipped k.d.s., and samples and prices on wire of all kinds.

331. **Catalogues and price lists.**—A Durban firm of general dealers asks for catalogues in dairy and agricultural implements, particularly in reference to a small all-

steel plough. Household and general hardware, wheelbarrows, sewing machines, staves, tools, shovels, handles, enamelware, household utensils, organs, and other lines for wholesale distribution.

332. Builders' hardware.—A Durban firm which specializes in builders' hardware asks for catalogues and price lists from Canadian manufacturers, including such lines as locks, metal door and window furniture.

333. Construction lumber.—A dealer in Lille and Lyons wishes to open connections with Canadian firms for large quantities of construction lumber. He would also be willing to act as agent for such firms in France, more especially for the north and Lyons regions.

334. Agencies.—An agent knowing the Balkan States' trade thoroughly, having office in Paris, would like to get in touch with Canadian producers of boots, nails, paper, pharmaceutical products, leather, soap, tin, clothes, etc.

335. A mercantile house controlling a large portion of the paper trade of Paris wishes to get into touch with Canadian manufacturers prepared to export paper and pulp to France. Particularly interested at present in the following lines: Grade J No. 218—genuine sulphurized—65 by 100—15 K° flatwise. Grade D No. 219—white crystal—65 by 100—10 and 13 K° in all colours. Grade PB No. 220—paraffin—50/65 and 50/75 and, in general, all kinds of packing, folding and wrapping paper.

336. Agencies.—A Belgian commission merchant wishes to represent Canadian firms desirous of selling food products such as canned meats, canned fish, canned vegetables, canned fruits, preserves, bacon, butter, cheese, etc.

337. Plywood.—The head of a very important British firm which requires large quantities of plywood expects to visit Canada and the United States before long with a view to making arrangements if possible to secure large supplies of plywood.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

The Canadian Pacific Railway announces the following proposed sailings from West St. John, St. John, and Halifax, subject to change without notice:—

WEST ST. JOHN TO LIVERPOOL.

Corsican, C.P.O.S. Lines, about February 18; *Metagama*, C.P.O.S. Lines, about February 22; *Scotian*, C.P.O.S. Lines, about March 3; *Melita*, C.P.O.S. Lines, about March 7; *Grampian*, C.P.O.S. Lines, about March 20.

WEST ST. JOHN TO LONDON.

Dunbridge, C.P.O.S. Lines, about March 19.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Tydeus, C.P.O.S. Lines, about February 18.

WEST ST. JOHN TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about February 16; *Montezuma*, C.P.O.S. Lines, about February 19.

WEST ST. JOHN TO MANCHESTER.

Manchester Brigade, Manchester Line, about February 22.

WEST ST. JOHN TO BELFAST.

Carrigan Head, Head Line, about March 1; *Fanad Head*, Head Line, about March 12.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about March 15.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*.

A steamer, *Elder-Dempster Co.*, early March.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about February 20; *Amanda*, Pickford & Black, about February 24.

DROP IN JAPANESE-EUROPEAN FREIGHT RATES.

(*United States Commerce Reports.*)

The Nippon Yusen Kaisha has just notified shippers that freight rates on the European run will be lowered after a fortnight by 200 shillings per ton. This is due to the extremely dull trade on the run under the influence of the cessation of hostilities.

Up to the date of armistice the Japan-London rate was firmly maintained and ranged between 1,000 and 800 shillings per ton. With the conclusion of armistice cargo consignments began to fall off, as merchants stopped all new business in anticipation of declines both in the cost of merchandise and freights. Shipowners even now have very few new inquiries after space. The Nippon Yusen Kaisha has decided to dispatch seven extra liners this month, but that is intended for the complete relief of congestion of old consignments.

The present announcement of lowering freights has been made to induce shippers to revive space demand. The new rate on bulky cargo is 400 shillings, while that on notions is 500 shillings per ton. They will be applied to consignments made January and after. Rates on cargo bound for Marseilles are, however, kept to the old rate of 800 shillings per ton on bulky cargo and 600 shillings per ton on notions.

OIL AND OILSEEDS OF THE ORIENT.

(*United States Commerce Reports.*)

No single vegetable product has developed such importance in the Far East as the soya bean. Its products are used at home as a food, as a fertilizer, and for lighting and lubricating purposes, and are exported as oil and bean cake. As a food it is the principal ingredient of soy sauce, bean curd, and steamed beans. The bean cake, containing a high percentage of nitrogen, is a valuable fertilizer and is used extensively in Japan, and recently bean oil temporarily replaced petroleum for lighting in China when lack of shipping facilities kept that product off the market. The centre of soya bean production is Manchuria, and Japan is the chief crusher and producer of oil and cake, though the manufacture of bean oil and cake is also a very important industry of Dairen, Kwangtung Leased Territory. Mukden is the centre of the bean trade and the beans are there bought for cash from the farmers.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Official map of the Polish Information Bureau.

Map of the proposed Republic of Poland. (See p. 343.)

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(Minister of Trade and Commerce.)

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1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, February 24, 1919.

No. 787

REPORT OF THE SOUTH AFRICAN RAILWAYS.

Part I.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, November 18, 1918.—The General Manager of Railways for the Union, Sir W. W. Hoy, has made his annual report, which this year covers a period from January, 1917, to March, 1918. The reason why the report covers a period of fifteen months is in pursuance of the recommendation contained in the Fifth Report (S.C. 3-17) of the 1917 Select Committee on Railways and Harbours, paragraph 26, and adopted by Parliament. This report contains separate statements and statistics (a) for the three months 1st January to 31st March, 1917, and (b) for the financial year 1st April, 1917, to 31st March, 1918, and letter-press covering the fifteen months' working. Future reports will be for the financial year instead of the calendar year.

The report is most comprehensive, and in addition to railway and harbour details, it is a valuable economic survey of South Africa.

The following extracts from the report are only a few, but are selected as of interest to Canada, showing some facts of railway, agricultural and industrial conditions. In addition there are included extracts from the report of the chief railway storekeeper. These are of value to Canadian exporters as showing the possibilities of trade with the Union Railways. The policy of the administration is to purchase as much as possible through the medium of South African merchants or overseas firms who are represented in South Africa; and while war conditions have prevented the fulfilment of this policy in the immediate past, there is no doubt that it will be carried out in the future. The Canadian interests which are able to tender for this class of trade should be guided accordingly, and take immediate steps to secure representation in South Africa.

The report in part reads: The figures of primary importance for the twelve months ended 31st March, 1918, are as follows:—

RAILWAYS.

Total capital expenditure at March 31, 1918.	£93,431,626
Total earnings.	£14,315,860
Gross working expenditure, including depreciation, relaying and strengthening.	£10,817,669
Surplus of earnings over gross working expenditure.	£3,498,191
Interest on capital.	£3,216,525
Net loss (after including miscellaneous receipts and charges) carried to revenue distribution account	£181,752
Passengers carried.	51,178,883
Goods, minerals and coal. tons.	13,936,502
Total open mileage of S. A. R. lines. miles.	9,514
Total mileage operated by S. A. R. "	11,450

HARBOURS.

Total capital expenditure at March 31, 1918, including light-houses.	£10,180,131
Total earnings.	£926,778
Gross working expenditure, including depreciation.	£456,945
Surplus of earnings over gross working expenditure.	£469,833
Net profit (after paying interest, providing for expenditure on lighthouses, and including miscellaneous receipts and charges) carried to revenue distribution account.	£105,486
Total tonnage of cargo handled. harbour tons.	4,681,532

AGRICULTURE AND INDUSTRIES.

The period covered by this report has been remarkable for heavy crops and unprecedented prices for agricultural products. Local industries and manufactures have grown in number and variety, and developed in production. The steady advance in prices, the continued shortage of freight, and the increasing difficulty of obtaining commodities hitherto imported, have stimulated local production and led to a gratifying expansion in every direction. Considerable interest has also been created in, and in a small way steps have been taken to exploit the immense field for enterprise in the working up of raw materials and the manufacture of by-products hitherto almost entirely neglected in South Africa.

IRON INDUSTRY.

An outstanding feature of interest is the new field of industrial development opened up by the commencement made recently with the smelting of iron ore at Pretoria and Vereeniging. The progress of the new industry will be watched with interest. Its potential value, its immense possibilities, and its far-reaching effects cannot be overestimated. It is an industry essential to any aspiring manufacturing country, and especially to a country so far distant as South Africa is from iron and steel-producing centres. Once securely established, it will assure the permanent success of many budding and numerous subsidiary industries. It is understood that the progress already made is likely to lead to improved methods of making coke by which many by-products will be recovered.

REVENUE AND TRAFFIC.

Steady and gratifying progress is reflected by the revenue and traffic returns, which show record figures under all the principal heads. The most striking advance is in passenger traffic, in which there has been a phenomenal increase notwithstanding the withdrawal of excursion and concession tickets as from October 2, 1917. The number of passenger journeys increased by four and a quarter millions, and revenue from passengers by £318,210. Revenue from goods and mineral traffic increased by £217,283—a highly gratifying result when it is remembered that during the past fifteen months restrictions on imports have been imposed with increasing severity, that a larger proportion of the available shipping has been required in the war zone, and that in consequence there has been a decrease of 67,533 tons, or 21 per cent, in the volume of high-rated commercial seaborne traffic carried to the competitive area. Increased local traffic has not only compensated for this loss, but has expanded to such an extent as to reflect an increase of 248,977 tons in the gross tonnage of goods traffic-handled as compared with the previous twelve months. The total revenue increased by £729,382 compared with the corresponding twelve months of the previous year, an increase of 5.37 per cent. In comparison with 1909—the year prior to Union—railway earnings have increased by £3,860,041, or 37 per cent; passenger traffic by 22,987,748 passenger journeys, or 81.5 per cent; goods and mineral traffic by 2,281,294 tons, or 61 per cent; coal traffic by 2,719,742 tons, or 52 per cent; and the volume of revenue-earning goods, mineral and coal traffic by 5,001,036 tons, or 56 per cent.

GRAIN ELEVATORS COMMITTEE.

The Grain Elevators Committee, appointed by Government to investigate the desirability or otherwise of establishing elevators for dealing with export maize, have reported, and their report has been published and circulated as a blue-book (U.G. 38-1918). The committee were most exhaustive in their inquiries, and the report is a document of great interest and importance. It clearly demonstrates that the recent expansion and the immense potentialities of the industry warrant the adoption of the elevator system.

The Government has accepted the principle of bulk handling and has decided to erect elevators at points yet to be determined. Steps have been taken to secure the services of a consulting engineer to advise with regard to the design, capacity and method of operation of the elevators, the sites at the ports and the inland stations at which elevators should be erected, and the preparation of plans and specifications for competitive tenders.

The recommendation of the committee that the control should vest in the Railways and Harbours Administration has been accepted. It is felt that under Government control, with reasonable charges, and conditions and facilities uniform for all, more can be done to stimulate production and to assure the confidence and co-operation of the farming community.

MEAT TRADE.

In connection with the meat trade, South Africa is rapidly being stocked. Large ranches have been started in several parts of the Union, Swaziland and Rhodesia, and in all parts of the country herds are increasing in number. Cattle available for sale are disposed of in the larger markets of the Union, and an export trade in meat has been commenced, though it is still in the embryonic stage. Private cold storage depots have been established at the larger centres, and the number of freezing works has been largely increased during the last few years. As the trade develops, present-day arrangements will have to be revised and give place to more scientific and up-to-date methods. In the short period during which meat was exported in large quantities, there was an acute shortage of accommodation at the coast for meat waiting shipment, and present disabilities are likely to continue. In principle, the position does not differ materially from that in connection with the handling of export maize. It is unfortunate that the export trade should be handicapped in its infancy by the absence of proper accommodation at the coast for the reception of meat from the inland freezing works. The industry will have to be placed on a better footing in this and other respects if its prospects are not to be prejudiced. Companies operating inland should not, I think, be expected to provide their own separate cold stores at the ports.

ELECTRIFICATION.

The administration has secured the services of a firm of eminent consulting electrical engineers in London to report upon the electrification of certain sections of the Union Railways. A representative of the firm has already been to South Africa to study local conditions and collect the necessary data.

TIMBER AND AFFORESTATION.

Only very small quantities of imported timber are now available. The shortage of an article of every-day use in practically every branch of industry has led to a general awakening to the supreme importance of afforestation, and has shown very forcibly the possible effect of neglect of the timber industry. But for the foresight of the early settlers, South Africa would have been in a precarious position now. At present South African timber exclusively is used for mine props and matchmaking. It is being utilized in increasing quantities for furniture, coachbuilding, cart and wagon manufacture, for the building trade, and for a variety of other purposes. Since the outbreak of war timber has been cut in almost every timber district of the Union, and it is essential for the future welfare of the country that a vigorous tree-planting campaign should be initiated to make good the timber which has been felled. Large areas are lying waste which are suitable for afforestation. Tree-planting should not be left entirely to Government. Some years ago the railways, in order to provide against future needs, embarked upon an afforestation scheme which is being gradually expanded. The administration's plantations cover an area of 55,504 acres, of which 23,532 acres have been planted. The plantations have been in existence for from six to sixteen years. Some of them are already yielding marketable timber from thinnings, etc., which produce a considerable revenue.

The use of South African timber commercially is capable of great development, and an effort should be made to extend the area under afforestation so as to provide in time for our own needs. Meantime we should be able to make better use of the timber we have available. Much good timber is being wasted which, if felled and seasoned properly, could be used for work for which it has not hitherto been regarded as suitable.

The administration is experimenting with and extending the use of South African timber, which is being used in increasing quantities and varieties for all manner of railway purposes. The principal difficulty in the past has been the proper seasoning of the timber—a work upon which we are gradually profiting by experience. A small seasoning kiln of the steam and hot-air type has been ordered for the railway workshops at Pretoria. Wood can be seasoned under thirty days by this process. If successful, further kilns will be installed.

The dry climate of the high veldt, and the many and rapid changes in atmospheric conditions to which rolling stock is subjected, are very severe on timber. Even well-seasoned imported woods which have been long in use at the coast, frequently split within a few weeks of reaching the high veldt.

With a view to extending and encouraging the use of South African timber, the administration appointed a small committee of departmental officers to—

(a) Systematize inquiries into the question of the better and greater utilization of South African-grown timber for railway and harbour purposes.

(b) To collect data regarding—

1. Utility.
2. Purchase.
3. Extent of supplies.
4. Adaptability of different species of wood for particular purposes.
5. Seasoning of timber.
6. Tests and reports on different timbers of which samples worked or partly worked shall be kept.

(c) Determine the purpose, nature, and period of seasoning, stacking, cutting, use and manufacture of South African woods.

(d) Create a common and central bureau of information, with the minimum of correspondence and routine, for the foregoing purposes amongst others cognate to the subject, and to which the administration can look for advice.

The committee is empowered to purchase quantities of locally-grown timber for trial purposes.

TRANSPORTATION.

In a country like South Africa, in its present state of development, and with but a sparse population in the outlying districts, much useful service could be rendered by mechanical transport, if worked in conjunction with and as an auxiliary to the railways. Some of the services might for a time be run at a loss, but the shortfall would be less than on a branch line, however cheaply it be constructed and worked.

As soon as the war is over pressure will be brought to bear for the construction of railways in all parts of the Union. Even if a comprehensive scheme of construction be decided upon, it will not be adequate to satisfy requirements, as the capital expenditure necessary to construct all lines in demand in the near future would represent a sum altogether beyond the resources of the Union Treasury.

CAPITAL ACCOUNTS—RAILWAYS AND HARBOURS.

The capital expenditure during the fifteen months ended March 31, 1918, was:—

Railways.. . . .	£1,444,002
Harbours.. . . .	148,165
Total.. . . .	£1,592,167

TOTAL CAPITAL EXPENDITURE.

The total capital expenditure on railways and harbours at March 31, 1918, was £103,611,757, made up as under:—

Railways—		
Open lines, including workshops and cartage equipment..	£74,638,977	
Rolling stock..	15,318,124	
Discount and expenses in connection with loan capital..	2,979,613	
Lines under construction..	72,290	
Subsidies, etc., to privately-owned railways..	422,622	
Total railways..	£93,431,626	
Harbours—		
Total harbours..	10,180,131	
Grand total..	£103,611,757	

CAPITAL COST PER MILE.

The average cost of the railways per open-route mile is £9,750. This figure is inclusive of the expenditure on workshops and rolling stock, and of discount and expenses in connection with loan capital.

OPEN MILEAGE.

Open mileage at March 31, 1918..	9,514
“ “ December 31, 1916..	9,419
Increase during fifteen months..	95

The total mileage operated by the administration at March 31, 1918, was 11,450 miles.

CONSTRUCTION OF NEW LINES.

The lines opened during the period covered by this report were as follows:—

Date of Opening.	Section.	Mileage.		Gauge.
		M.	C.	
March 5, 1917.	Izingolweni-Harding..	39	51	2' 0"
June 20, 1917.	Gingindhlovu-Eshowe..	19	75	3' 6"
February 2, 1918.	Kotjeskolk-Calvinia... .	43	08	3' 6"
		102	54	

The section from Bambo Junction to Bridgend (7m. 62c.) was closed in 1917 in terms of Act No. 40 of 1916, section 4, so that the net increase in mileage was 94 miles 72 centimetres.

All new lines authorized have now been completed and opened for traffic, with the exception of a section of 28 miles in the Cape Province between Kotjeskolk and Twee Rivieren. Traffic has been carried over this line by construction train since March last. The line will be opened for public traffic on September 16.

FINANCIAL RESULTS SINCE 1909.

Year.	Amount. £	Gross Revenue.				Amount. £	Working Expenditure.			
		Per open mile.		Per train mile.			Per open mile.		Per train mile.	
		£	s. d.	£	s. d.		£	s. d.	£	s. d.
1917-18..	14,315,860	1,512	8 8·6		10,817,669	1,143	6 7·1			
1916-17..	13,586,478	1,464	8 1·3		9,135,388	984	5 5·4			
1915..	12,197,890	1,398	8 2·3		7,862,642	901	5 11·4			
1914..	11,573,204	1,373	7 9·5		8,840,208	1,049	5 10·9			
1913..	12,388,755	1,550	8 1·9		8,964,690	1,122	5 10·9			
1912..	12,486,357	1,643	8 10·4		8,112,674	1,067	5 9·1			
1911..	12,329,265	1,700	9 7·9		7,441,566	1,026	5 10·0			
1910*..	12,357,532	1,785	10 5·8		6,862,684	992	5 9·8			
1909..	10,455,819	1,531	10 7·6		5,675,658	831	5 9·3			

Increase or decrease in 1917-18 compared with 1909—

+ 3,860,041 — 19 —1 11·0 + 5,142,011 + 312 + 9·8

* Year of Union.

During 1917-18 revenue steadily improved, and reached the record figure of £14,315,860, due largely to increased passenger traffic, but also to increased tonnages of goods, coal and minerals.

It will be observed that, compared with the year prior to Union, revenue has increased by £3,860,041, while expenditure has advanced by £5,142,011.

Passenger revenue has increased by roughly £1,300,000, goods by £700,000, and coal by £1,500,000. These increases particularly in respect of goods traffic, would have been much greater but for the reductions in rates made in the years 1911 and 1912. It is estimated that the reductions in tariffs since Union aggregate approximately £1,500,000 per annum. It is worthy of note that if this figure be added to revenue, the increase under that head is greater than the increase in expenditure, viz., £5,142,011.

The falling off in high-rated seaborne traffic, due to restricted shipping, has affected the earnings of the railways to a very considerable extent. On the other hand, the additional tonnage of local traffic conveyed has more than counterbalanced the decrease, but of course at less remunerative rates, as reflected in the average revenue per open mile and per train mile.

The opening of 2,433 miles of new railway since Union has also affected the revenue per open mile, as the earning power of new lines is considerably below that of the older-established routes.

The increased expenditure since 1909, amounting to £5,142,011, is explained by the fact that 2,578 additional miles of new railway have been opened, and that 5,000,000 additional tons of goods, coal and minerals, and over 23,000,000 additional passengers, have been carried in 1917-18 compared with 1909. Increased privileges and emoluments have been granted to the staff, and provision has been made for depreciation to the extent of £1,500,000 sterling per annum. The Cape and Natal administrations made no provision for depreciation.

ESTABLISHMENT OF A METAL EXCHANGE IN LONDON.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, England, January 29, 1919.—While metal exchanges exist in several of the principal cities of the United Kingdom, London has so far been without one, and it has now been arranged by the trade to inaugurate an iron and steel exchange—a decision which is in keeping with the determination of the English metal trade to free this important branch of business from German control, the extent of which has been laid bare during the progress of the war.

To begin with, the exchange will be held every Tuesday afternoon in the Great Hall of Cannon Street Hotel which, it may be remarked, is a favourite locale for the holding of city business meetings, and the opening session, on February 11, will be presided over by Sir Albert Stanley, President of the Board of Trade. It is stated that already 450 applications for membership have been received, and that the success of the venture is achieved.

The objects of the exchange are as follows:—

1. To provide, regulate and maintain a suitable meeting-place in the city of London for those engaged in the iron, steel and allied trades.
2. If necessary, to adjust controversies between the members of such exchange.
3. To establish just and equitable principles in those trades.
4. To maintain uniformity in rules, regulations and usages.
5. To adjust standards of classification.
6. To disseminate useful information connected with the industry throughout all markets.
7. Generally to promote the interests of the iron, steel and allied industries.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Traffic of the Port of Genoa for 1918.

Milan, January 22, 1919.—The following statistics relative to the traffic of the Port of Genoa for 1918 have been compiled by the Port Consorzio of that city (figures for 1917 are also shown):—

Items—	1917.	1918.
Goods discharged. tons.	5,078,513	4,552,115
“ loaded. “	422,520	298,175
Wagons loaded. No.	336,252	279,790
Average load of wagons. tons.	13'45	13'65
Daily average of workmen employed. No.	2,870	2,885
Working days. “	271	282
Goods loaded on wagons and shipped inland. tons.	4,500,110	3,818,661

The following facts are in evidence: (1) the goods landed have diminished 16.6 per cent; (2) the goods loaded have fallen off 30 per cent; (2) the number of wagons loaded have decreased 17 per cent; and (4) the average wagon load has decreased 2 per cent. The diminution in imports is the natural consequence of the scarcity of tonnage and the Government restrictions on trade, while the decrease in exports is also due to the regulations imposed by the Government on much of Italy's export trade.

To Develop Italo-American Economic Relations.

The Italo-American Economic Committee which was constituted toward the end of last year has just completed its organization and intends forthwith to take practical measures for the realization of its programme, which aims at increasing the economic relations between Italy and the United States by the intimate co-operation of the producers, merchants, and financiers of the two countries. It proposes, according to press reports, to reach such end (1) by an agreement among the competing producers for eliminating losses resulting from unregulated competition; (2) by an agreement for increasing the sale of non-competitive products in the respective territories and for eventually constituting depots for redistribution in other markets; (3) by the introduction into Italy of industries financed by American and Italian capital; (4) by the investment of Italian and American capital in the development and utilization of the natural resources and of the public works of Italy, her colonies and protectorates. In the working out of these proposals it is stated that the economic independence of the respective industries is to be absolutely guaranteed.

Among the adherents to this programme are the Society of Italian Farmers, the National Associations of Metallurgy, Mechanics, Cotton, Wool, Silk, Electro-technics, Paper, Pro-Montibus, the Italian Feminine Industries, the Sulphur Consorzio or Syndicate, the Chamber of Citrous Fruit Growers in Messina, and the Federation of Italian Shipbuilders.

The Ministers of Industry, of Food Supplies and of the Treasury are giving their patronage to the committee. A commission representing this committee, it is reported, will shortly visit the United States.

Rolling Stock to be Constructed.

The Administration of the State Railways has drafted a vast programme for the constructing of more than 400,000 tons of rolling stock distributed among locomotives and freight, baggage and passenger cars, and other railway supplies. It is understood that orders amounting to 205,000,000 lire have already been placed with Italian firms,

and negotiations are under way for the allotment of further orders totalling 305,000,000 lire, which the Direction proposes to apportion among industrial establishments which, having been released from war work, are in a position to undertake railway work of this character.

Shipbuilding Industry in Italy.

According to the latest statement of the Minister of Transportation, there are at present existing in Italy 14 shipbuilding yards with 35 docks for the construction of steel ships, and 32 yards with 100 slips for building wooden ships. Twenty steel ships, the majority of which will register 8,000 tons, are now under construction, and the material for 12 additional ones will be ready once these others are launched. Also in process of construction are 14 wooden ships (motor-equipped) totalling 9,000 tons, and 23 sailing craft of 9,800 gross tons. The minister estimates that at least 70 vessels of various types and sizes will be constructed in 1919, and at least 200 in succeeding years when once the national shipbuilding yards are working to capacity.

The Port of Bari.

In consideration of the importance which the port of Bari on the Adriatic will have in the near future as a commercial opening toward the East plans have already been laid for the dredging of the bay, the extending and deepening of the port, the installation of modern loading and unloading equipment, the construction of warehouses and the improvement of the existing railway and tramway service to and from the port.

Italian-Swiss Economic Agreement.

A new financial and economic agreement has been worked out between Switzerland and Italy whose duration is limited to ten months dating from November 1, 1918. By the arrangements made Italy is to export to Switzerland during this period (1) 7,500 pigs (the total weight to be shipped during the ten months not to exceed 10,500 quintals), (2) 6,000 quintals of eggs, (3) 1,000 quintals of poultry, (4) 1,000 quintals of conserved fruit and vegetables and 3,500 quintals of fresh fruit and vegetables, (5) 1,000 quintals of tomato sauce, (6) 10,000 quintals of rice straw, (7) 1,800 quintals of tanning extracts, (8) 1,000 quintals of oak bark; (9) 2,400 tons of iron pyrites, (10) 5,000 tons of sulphur, (11) 2,000 tons of hemp, (12) 750 bags of coffee, (13) and a certain quantity of hemp yarn to be determined by monthly requirements.

Switzerland on her side undertakes to supply Italy monthly with the following: (1) 12,000 quintals of cellulose, (2) 25,000 tons of lumber and (3) 7,000 quintals of colouring material.

English Steel for Italian Shipbuilders.

It has been announced that the Italian Government will be granted by England 170,000 tons of sheet and plate steel for the national shipbuilding industry. The English Government, it is stated in the *Corriere Economico*, has ceded this material to Italy at 16 pounds sterling a ton (price at English steel works), and the laid-down cost in Italy will be about 700 lire a ton.

Port of Savona to be Developed.

By Government decree there has been authorized the constitution of an autonomous organization for the improvement of the port of Savona. This "Ente Autonomo" will administer the port operations and will be allowed 16,000,000 lire by the State to defray the expenses of the new works.

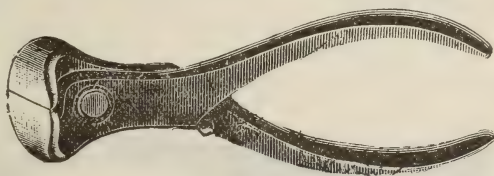
TOOLS POPULAR ON THE SOUTH AFRICAN MARKET.

CANADIAN TRADE COMMISSIONER W. J. EGAN.

CUTTING NIPPERS.

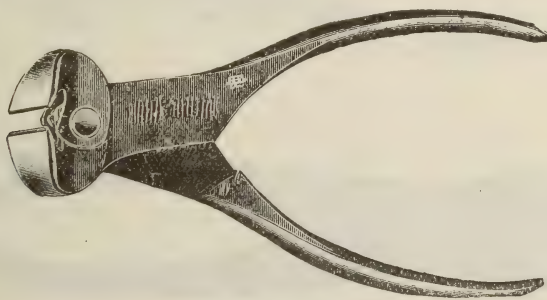
Cape Town, November 29, 1918.—Following up the report illustrating the several kinds of pliers sold in this country by the wholesale jobber, a kindred tool handled in quantity by the same trade is shown in this report.

These tools are known here as "cutting nippers." The pre-war prices only are given as the best medium of judging the possibilities of coming in on the market, but manufacturers producing similar lines should not hesitate to submit particulars at present prices, as it is only by testing the market with samples and prices that results or information can be secured. The prices quoted were all subject to a discount of 50 per cent and 5 per cent and 2½ per cent cash discount, delivered free at seaboard, but packing charged.



No. 1.

The cutting nipper shown in illustration No. 1 is stocked in black only and carried in five sizes, 4½, 5½, 6, 7, and 8-inch, selling at \$3.30, \$4.25, \$4.90, \$6.35, and \$8.30 a dozen. A similar tool of better grade at cutting edges for use on hard steel wire is also stocked in the three larger sizes at about 12½ per cent higher price.



No. 2.

The cutter shown in illustration No. 2 is a German patent; the claim for this make of nipper is that it cuts as well in the middle as at end of jaws. Most importers stocked this line in four sizes, 5, 6, 7 and 8½-inch, which sold at \$5.60, \$7.10, \$9 and \$11.70 per dozen.

While it was claimed for this tool that the breaking of the jaws was almost impossible, the shipper also sampled and sold in some quantity the same tool of a better grade in the jaws for hard steel wire. The difference in price was about 12½ per cent additional.

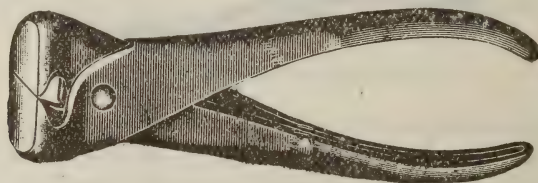


No. 3.

The cutting nipper shown as No. 3 was known to the trade as "watchmaker's nipper." This was sold in three finishes, black, bright, and gun-metal. This line was sold in seven sizes as follows: $3\frac{1}{4}$, $3\frac{1}{2}$, 4, $4\frac{1}{4}$, $4\frac{3}{4}$, 5 and $5\frac{3}{4}$ -inch..

In the black finish the prices were \$4.75 per dozen for all sizes up to 5-inch, and \$6.35 per dozen for the $6\frac{3}{4}$ -inch size. In the bright finish, the prices were \$5.60 and \$7.20 a dozen. The gun-metal sold at \$6.65 and \$8.30 a dozen.

This tool for side cutting is also stocked, but in the bright finish only, and at the same prices as patterns illustrated.



No. 4.

This (No. 4) is one of the big selling lines in nippers. It is made of stamped steel, sold in the black only and stocked in four sizes, as follows: 5, 6, 7, and 8-inch. The prices were \$3, \$3.25, \$3.80, and \$4.25 a dozen.

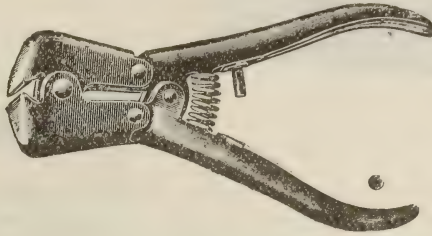


No. 5.

This cutting nipper (No. 5) is a powerful tool. This tool is stocked fairly well in the larger sizes. The sizes stocked were $6\frac{1}{2}$, 8, 10, and 12-inch, which were priced at \$4.40, \$6.95, \$8.80, and \$15 a dozen.

LEVER-ACTION NIPPERS.

As with all other tools, there are many patterns sold in this tool. The pattern shown in illustration No. 6 is one of the best sellers in a cheap tool.



No. 6.

Illustration No. 6 represents a compound lever action nipper, sold in black finish only and stocked in four sizes, $5\frac{1}{2}$, $6\frac{1}{2}$, $7\frac{1}{2}$ and $8\frac{1}{2}$ -inch, which were invoiced at \$3.35, \$3.85, \$4.25 and \$4.70 a dozen. This same tool was also sold with narrow jaws for cycle spokes, and the prices and sizes were the same as for the line illustrated.

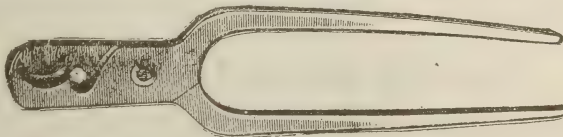
There is a good sale also for a better grade compound lever action nipper. Unfortunately an illustration cannot be submitted. This tool, bought from Germany, was of best warranted quality, with quadruple cut joints, and was stocked in the following four sizes, 5, 6, 7, and 8-inch. The prices quoted in the year 1914 were \$8.55, \$9.25, \$10.25 and \$11.70 a dozen. This better quality tool is also stocked with narrow jaws for cycle spokes, etc.

Coupled with the above class of nippers, there is carried a wire netting plier, which has shear-jaws. This tool is usually stocked in the 7-inch size only and was bought at \$3.30 a dozen.



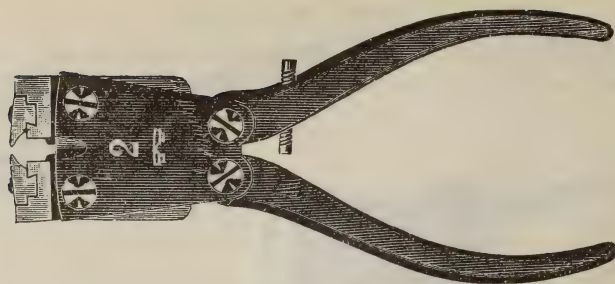
No. 7.

The tool shown in illustration No. 7 is a nut plier; this tool is a good selling line and was stocked in four finishes and two sizes. The $6\frac{3}{4}$ -inch size is for nuts for $\frac{1}{4}$ to $\frac{3}{4}$ -inch; this sold at \$4.40 for the black finish, \$5.35 for the bright finish, \$6.10 for the gun-metal finish, and \$6.25 for the nickel-plated finish. The other size stocked in this line was 9-inch for $\frac{5}{16}$ -inch to $1\frac{1}{4}$ -inch nuts. The prices, as per above list of finishes, were \$6.10, \$7.10, \$7.80 and \$8.55, all per dozen.



No. 8.

Another plier or nipper, which meets with a good sale, is the "cartouche" or "fuse" plier. The line illustrated is bright finish, with copper point shank, stocked in $5\frac{1}{2}$ -inch size only. This was bought at \$5.50 a dozen.



No. 9.

The tool illustrated as No. 9 is a special make of cutting nipper, was of warranted quality, black finish, compound lever action, with screwed inlaid cutters. This tool meets with a good sale and is stocked in three sizes, 4, 5 and 7-inch. The prices were \$1.40, \$1.85 and \$2.75 each tool. Extra cutters were also supplied for each size, which sold at 40 cents a pair for sizes 4 and 5-inch, and 50 cents a pair for the 7-inch size. The prices for parts are subject to the same discounts as mentioned in the forepart of this report. Screws for the extra cutters were supplied at 12, 18, and 25 cents a dozen.

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

COMMERCIAL AGENT C. E. SONTUM.

The Norwegian Paper Industry.

Christiania, Norway, January 15, 1919.—The Norwegian paper market has never been as firm as it is now. The world's markets are practically depleted; all through Europe the warehouses are empty and waiting to be filled; and for the Norwegian paper industry all markets are open except the German, to which latter there will be no export, before peace is signed.

One difficulty which the paper industry has had to contend with lately is the scarcity of labour—a want that is felt severely by those mills which, during the stagnation period, let their labourers go. Most of the mills of course have kept their regular hands, if it was in any way practicable; but in this industry many occasional workers are also employed, who during the war have gone into other trades, and these it will prove difficult to get back.

Several of the mills also lack repair materials of different kinds that are not made in this country, such as coverings, filters, wires, etc.

With regard to prices, these will no doubt be kept on the top range for some time to come on account of the great demand. Conferences have been held between the Norwegian and the Swedish mills concerning the fixing of uniform prices, but whether these will result in any definite arrangement is still uncertain.

Norwegian Wood-pulp Company Formed.

For many years members of the Norwegian wood-pulp industry have been working for the formation of a joint organization for the sale of Norwegian mechanical pulp. These protracted efforts at combination have now at length been brought to a successful conclusion, by far the greater number of the pulp mills having formed a selling company called "Norsk Traemassekompani," which will hereafter handle the sale of the product of its members.

A New Norwegian Industry.

A company by the name of "Norske Kemikalier" (Norwegian Chemicals, Ltd.), with a capital of about half a million dollars, of which the one-half is paid up, has recently been founded.

Its object is to produce medical preparations and chemical compounds from the products of the destructive distillation of wood. A distillation plant has already been erected and will be in operation shortly. The principal raw material is fir tree roots and it is believed that the primary products will serve for the preparation of organic chemical compounds as readily as coal tar on which the great dye industry of Germany has been built. When this Norwegian industry gets well started it will be unnecessary to import such products from Germany.

War Losses of the Norwegian Mercantile Fleet.

According to official figures now published, the war losses of the Norwegian mercantile fleet have been 629 steamers of an aggregate displacement of 1,031,360 gross register tons, 178 sailing ships of 194,777 gross register tons, 5 lighters of 3,327 gross register tons—a total of 829 vessels with an aggregate displacement of 1,240,055 gross register tons.

The loss of human lives totals 1,155. At the commencement of the war the registered mercantile fleet comprised 3,405 vessels with an aggregate displacement of 2,626,708 gross register tons. As will be seen, the percentage of war losses works out at 24.11 per cent of the total number of vessels, and at 47.08 per cent of the tonnage.

Dried Fish after a New Method.

A company has been formed in the city of Bergen, Norway, for the utilization of a very promising invention, viz: Blom and Gledis drying apparatus for fresh fish. The product is just being brought upon the market, is called "Triton," looks something like shredded cocoanuts, and is not to be confounded with fish-meal previously known. "Triton" is not ground from dried or salted fish, but shredded from fresh fish and may be treated in the household as other fresh fish. The drying of the shredded fish takes only five seconds, on the same principles as those employed in dry-milk factories. "Triton" will be valuable for the inland districts, but its greatest value will be as a new article of export.

Interesting Danish Invention for Keeping Milk Fresh.

The question of keeping milk fresh has become more and more acute during the past few years. Different methods have been tried, but the results have not been satisfactory. However, it now looks as if the problem has been solved, as a young Danish mechanic has invented a method by which milk may be kept sweet for months, and possibly for years.

By this process the butter-fat particles are split up, so that the milk cannot set cream, and thereafter it is sterilized. Filled into especially constructed transport pails, the milk thus treated, besides keeping for months, will also retain its taste and aroma as well as its full nourishment value.

The invention has been bought by a Danish creamery organization for about \$20,000. The necessary machinery is made in Denmark, and great expectations are entertained of the new product as an article of export.

The Norwegian-American Exposition in Christiania.

The Norwegian-American Exposition is to be held in Christiania from September 10 to about September 24, 1919.

The exposition will include all kinds of goods of American origin, from large machinery to toys. It will be the first exposition of this kind in the Scandinavian

countries, and special efforts are being made to give it an American character, and to ensure that only the latest and newest inventions will be exhibited. About 60 exhibitors have already announced that they will participate.

According to a letter which I have received from the exhibition committee, it would be of the greatest interest if Canada would exhibit, and they offer to eventually arrange a separate pavilion or in any case endeavour to reserve a prominent space for a representative Canadian exhibit. The Norwegian-American Steamship Line will allow a considerable reduction on freight of goods intended for the exhibition.

All entries should be addressed to the exhibition's representative in New York, whose address is Mr. Martin Johansen, 27 William street, New York. He will give any further information desired.

Entries must be in the hands of the committee in Christiania before April 25. For direct correspondence the address is: Secretary of the Norwegian-American Exhibition, Tivoli Exposition Grounds, Christiania, Norway.

CANADIAN INSTEAD OF RUSSIAN WOOD.

TRADE COMMISSIONER J. E. RAY.

Under this title, the following paragraph appears in the current issue of *The Timber Trades Journal*. It is evident that timber importers are more and more inclined to direct their energies towards larger imports of Canadian timber.

"When timber importers and merchants talk about returning to the old ways, they must not overlook facts which will make such a return impossible for several seasons to come. Before the war, our largest source of supply for soft woods was Russia: the three chief ports in Russia were Archangel, Petrograd and Riga, and during the coming season there is not the faintest chance of any of these places shipping a really appreciable quantity of timber. We shall certainly secure something from Archangel—probably not a quarter of her pre-war export—but as to Riga and Petrograd the prospects are very poor. On the other hand, the United States and Canada have been preparing during the war for a great expansion of their export trade; and for several reasons it is likely that Canada will, during this and the following season, assume a portion as regards timber far more important than that she held before the war. The difference between the import cost of Canadian and Scandinavian wood has never been great, because the woods have had to compete in the same market, and lately Scandinavian wood has risen in price more than Canadian. Were a preference given to imports of wood from our colonies by means of an import duty on wood from neutral countries, a great impetus would be given to the Canadian industry, which would have lasting effects. In the distant future the vast resources of Russia will ensure that country the position of the chief wood exporting nation, but this cannot be yet, and timber merchants, dealing with matters of the moment, will do well to turn their attention more to the Canadian products and to accustom themselves to that market."

PAINT AND VARNISH MANUFACTURERS OF CANADA.

A large delegation representing the paint and varnish manufacturers of Canada interviewed the Canadian Trade Commission on February 14, and decided to send a representative overseas at once to develop export business.

It was pointed out that during the period of the war very little painting necessary for weather protection purposes, as well as decorating work, had been done in the Dominion, and that an enormous amount of this class of work could be given to the trade if an organized spring cleaning programme were started in every city in Canada.

THE DEMAND FOR INDUSTRIAL ALCOHOL IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, January 30, 1919.—Previous to the war most of the industrial alcohol needed in Great Britain was imported from Germany, and upon the outbreak of war the country was confronted with the difficulty that large quantities were urgently needed for munitions and similar purposes, without any home regular sources of supply. This difficulty was met by the conversion of the output of the whisky and other distilleries from potable to industrial alcohol, arrangements also being made to import large quantities of the necessary raw materials. It is understood that the output was very considerable.

The general position is that the possibilities of securing a market in this country for Canadian industrial alcohol depend upon factors which it is impossible to determine at present. Up to now the use of industrial alcohol except for its recent utilization in the production of munitions has been very much less in the United Kingdom than in other countries, notably Germany. Although legislation was adopted whereby the use of duty-free alcohol was permitted under license in certain cases, the regulations appear to have greatly restricted the utilization of the article in many directions where it could otherwise have been used.

Most of the industrial alcohol produced is from the manufacture of yeast, of which it is a by-product. It is understood that at the present time distilleries have enormous quantities on hand, sufficient to meet many years' requirements upon the past basis.

An important factor is the extent to which restrictions of liquor selling will be continued after peace, not only in the United Kingdom, but in countries which have been in the habit of importing Scotch whiskey, because this will determine the quantity of potable alcohol which the patent-still distilleries—of which there are about twenty-seven in the United Kingdom—will produce, and consequently also the output of industrial alcohol, although even then, should the amount of industrial alcohol available under these circumstances be unequal to the demand, it is easy to provide facilities for increased manufacture.

However, in an entirely different direction prospects are more favourable.

The question of motor spirit has been a most serious one in connection with the war, and even after practically forbidding the use of petrol for private motoring in the United Kingdom and greatly restricting supplies for public transportation, there has been great difficulty in furnishing sufficient quantities for war purposes, while prices have been very high.

The Government has appointed a Commission to inquire into this question, particularly with the object of ascertaining what substitutes for petrol could be adopted and more especially those materials for which either exist or could be produced in the British Empire.

It is estimated that there will be increased employment of motor vehicles, with higher power, than before the war, and that to meet this 100,000,000 gallons of motor spirit will be required annually by the United Kingdom.

The British Government is desirous of being independent of petrol owing to its high cost, supplies being mainly in foreign countries, and the fact that the probable duration of the deposits is unknown. It would manifestly be a great advantage if satisfactory motor spirit could be produced from some other substance at a lower cost, and in this connection the employment of industrial alcohol mixed with benzol is being considered. It is thought that the alcohol which has been produced for munition purposes is equally suitable for motor purposes.

The quantity of 100,000,000 gallons is far in excess of the existing output capacity of the United Kingdom, and the Commission is desirous of ascertaining what quantities of industrial alcohol are available within the Empire, and the sources of supply.

CANADIAN WOOD-PULP ASKED FOR IN ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

SCARCITY OF EXISTING STOCKS.

Milan, January 22, 1919.—Canadian manufacturers and exporters of wood-pulp may be well advised to study the opportunities offering in this market and to get in touch immediately with importers on this side. The paper industry in Italy is suffering greatly from the lack of the necessary raw material, with the result that in many cases the allotment to newspaper publishers has been reduced by successive Government decrees to one-half of their pre-war supplies. Many of the most important Italian papermakers and wood-pulp importers have just made known to this office, as a result of inquiries undertaken, their disposition to do business with Canada, and the present report proposes to outline a few of the salient facts to be considered in the introduction of the Canadian product.

PRE-WAR COUNTRIES OF ORIGIN AND QUANTITIES IMPORTED.

It may be noted first of all that Italy imported in 1913 about 860,000 quintals of cellulose, or about five times the quantity imported in 1900. Moreover, the imports for the year 1913 were over twelve times the native production in that year. Of these 860,000 quintals Germany and Austria supplied approximately 86 per cent, while the Scandinavian countries, Switzerland, and Roumania made the other largest contributions, about 175,000 quintals coming forward from Norway and Sweden.

For mechanical wood-pulp Italy is not so dependent on foreign sources. The Italian papermakers consume about 500,000 quintals a year, one-fifth of which in 1913 came from Carinzia and Tirolo (then Austrian territory), the rest being produced locally.

REQUIREMENTS.

As regards chemical pulp, the Italian market calls principally for strong and easy bleaching sulphite, bleached sulphite, and unbleached sulphate, although unbleached and bleached soda are used in smaller quantities. The degree of dryness which the paper-makers demand is 88 to 90 per cent, with only 10 to 12 per cent of humidity. Cellulose in sheets is as a rule preferred to cellulose in rolls.

PACKING.

This office understands that German, Austrian and Scandinavian wood-pulp arrived in parcels, varying in weight from one to two quintals. Only the finer qualities such as bleached sulphate were packed in jute or linen covering, the other grades being protected with sheets of cellulose and bound with iron wire.

PRE-WAR PRICES.

The following pre-war prices for unbleached, bleached and mechanical wood-pulp have been quoted this office:—

Varieties.	Price (per quintal).
Unbleached..	18 to 22 lires, c.i.f. Italian port.
Bleached..	28 to 32 " " "
Mechanical..	10 to 12 " " "

PAYMENT.

As regards payment, some German and Austrian exporters were inclined to give three, four, five and even six months' credit, but this office is informed that the customary method of payment is thirty days with 2 per cent discount.

METHODS OF IMPORTATION.

Paper-makers in Italy often buy direct from the supplier, although some prefer to buy from import houses which specialize in this trade.

PAST DIFFICULTIES IN INTRODUCING CANADIAN PULP.

From what preliminary investigations this office has made it would seem that the following considerations explain why Canadian wood-pulp is not better known or has not been more persistently asked for in Italy:—

- (1) General lack of interest in this market on the part of our suppliers.
- (2) Canadian wood-pulp was not offered with the percentage of dryness demanded by the Italian paper-maker. In one case which has been brought to the attention of this office, an important Canadian manufacturing company offered cellulose with 25 per cent humidity.
- (3) Prices were not competitive with those for German, Austrian and Scandinavian wood-pulp.
- (4) There has been a lack of direct steamship facilities which tended to render Canadian prices high.
- (5) Prices were quoted f.o.b. shipping point and not c.i.f. Italian port.
- (6) There was no adaptation to the customary weights of wood-pulp parcels.
- (7) Wood-pulp was generally offered in rolls and not in sheets.

SUGGESTIONS FOR GAINING TRADE.

To point out the drawbacks which have hampered the establishing of a good Canadian wood-pulp business in Italy is naturally *per se* to suggest remedial measures. For sake of emphasis, however, the following suggestions are made for gaining a hold on the Italian wood-pulp market:—

- (1) A live interest should be shown in obtaining at least a part of this Italian trade.
 - (a) Correspondence in French should be opened up with importers which might form the basis of business negotiations.
 - (b) Samples of Canadian pulp could be sent forward.
 - (c) Representatives knowing the Canadian trade might visit personally this market. One speaking French could in most cases dispense with an interpreter.
- (2) The Italians should be offered that dryness in wood-pulp, viz., 88 to 90 per cent, which they are accustomed to receive.
- (3) Prices should be quoted c.i.f. Italian port, preferably in lire, and should be competitive. If a Canadian steamship service is eventually inaugurated with Italy, the resulting cost of transportation should bring Canadian prices nearer the level of competition.
- (4) Wood-pulp should be offered in sheets and not in rolls, the finer qualities wrapped in jute or linen bound with wire, the other qualities packed in cellulose itself and fastened with iron wire.
- (5) Parcels should weigh from 100 to 200 kilogrammes.

LIST OF IMPORTERS AND INQUIRERS.

A list of some of the principal paper-makers and import houses in Italy which have recently inquired at this office for Canadian wood-pulp has been sent forward to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and may be had on application. (Refer file No. 20846A.) The trade inquiries from this office appearing in the present number of the Weekly Bulletin should also be noted.

IMPORTS OF WOOD-PULP.

Below are a few statistical tables from Italian Government returns showing the quantity and value of Italian imports of wood-pulp since 1913:—

Cellulose.

Countries of Origin.	1913.	1914.	1915.	1916.	1917.	1918.
	Quintals.	Quintals.	Quintals.	Quintals.	Quintals.	(9 months) Quintals.
Austria-Hungary.. . . .	318,177	343,458	83,716	.....	.....	—
Germany.. . . .	328,444	246,194	91,698	.....	.....	—
Norway.. . . .	153,974	97,077	157,147	213,281	45,947	29,806
Roumania.. . . .	10,024	7,130	.....	.....	.....	—
Sweden.. . . .	22,028	31,215	241,240	336,984	108,594	85,543
Switzerland.. . . .	15,708	22,318	5,501	11,966	10,105	3,265
Other countries.. . . .	12,668	3,515	5,367	28,984	13,218	27,414
Total.. . . .	861,023	750,907	584,669	591,215	177,864	146,028

Total Value.

Year.	Lire.	Year.	Lire.
1913.. . . .	22,386,598	1916.. . . .	59,121,500
1914.. . . .	21,025,396	1917.. . . .	17,786,400
1915.. . . .	16,370,732	1918 (nine months)	30,665,880

Other Containing at Least 50 per cent Water.

	1913.	1914.	1915.	1916.	1917.	1918.
Total quantity in quintals .. .	6,167	6,550	420	6,820	900	(9 months) —

Total Value.

Year.	Lire.	Year.	Lire.
1913.. . . .	43,169	1916.. . . .	102,300
1914.. . . .	41,265	1917.. . . .	13,500
1915.. . . .	2,646	1918 (nine months)	—

Other in Dry State.

Countries of Origin.	1913.	1914.	1915.	1916.	1917.	1918.
	Quintals.	Quintals.	Quintals.	Quintals.	Quintals.	(9 months) Quintals.
Austria-Hungary.. . . .	64,805	81,606	17,247	.....	.....	—
Germany.. . . .	17,588	20,348	5,786	.....	.....	—
Norway.. . . .	.....	.....	.....	7,135	10,458	—
Sweden.. . . .	.....	.....	.....	48,245	6,680	3,413
Other countries.. . . .	13,134	20,308	4,616	1,274	594	691
Total.. . . .	95,527	122,262	27,649	56,654	17,732	4,104

Total Value.

Year.	Lire.	Year.	Lire.
1913.. . . .	1,528,432	1916.. . . .	3,115,970
1914.. . . .	1,711,668	1917.. . . .	975,260
1915.. . . .	387,086	1918 (nine months)	430,920

GLASGOW TIMBER IMPORTERS.

The Department of Trade and Commerce has received from the Canadian Trade Commissioner in Glasgow, Scotland, a list of the principal timber importers in the Glasgow district. Canadian timber exporters may obtain this list on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, referring to file No. 22763.

BIG DEMAND FOR SODA ASH IN JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, reports that there is a great demand in Japan for soda ash and caustic soda. During the last three years many new concerns have been established in Japan which use large quantities of these material, in the process of manufacture. Up to the present one large English firm has been supplying the greater part of the demand.

One of the most important British importing houses in Yokohama is in the market for some 5,000 tons of soda ash this year, and is very anxious to buy from Canadian firms if possible (see Inquiry No. 451).

Canadian firms should endeavour, if at all possible, to bid for this trade, as it is one that will grow and will be permanent business to any reliable establishment that can handle it. Canada with its fine steamship facilities to Japan is the most logical centre from a Japanese standpoint, from which to draw supplies.

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Fruit Trade Commissioner, Liverpool:—

On February 7, 13,318 barrels of Nova Scotian apples ex ss. *Scotian*, which arrived in generally satisfactory condition, sold at maximum prices.

A consignment of Ontario apples in poor condition ex ss. *Metagama* on February 10, sold also at maximum prices, others at 44s. to 64s. The worst lot auctioned at 27s. On that date 3,158 barrels Ontario apples ex ss. *Empress of Britain*, arrived in generally satisfactory condition, although some Greenings were frosted. Some lots sold at 49s. to 64s., and sound packages at maximum prices. The weight option is stated to be causing difficulty through lack of uniformity. The trade generally have agreed to sell barrels at package rates and boxes at 20s. 10d. This subject, however, is under discussion with the ministry and an amended order is expected.

Two cars of British Columbia apples were sold at Liverpool on February 13, ex ss. *Empress of Britain*. The Jonathans in this consignment sold at maximum prices; 400 of the Wageners (which were very wasty) sold at 17s. to 17s. 9d.; others at 7s. 6d. to 12s. 3d. Ex ss. *Metagama*, 150 barrels of wasty Ontario apples sold at from 5s. to 20s., and consignments of 4,627 barrels and 1,356 boxes of Ontario apples ex ss. *Canada* and 390 barrels Ontario and 163 barrels Nova Scotian apples ex ss. *Melia*, sold at maximum prices.

At Glasgow on February 14, 1,326 packages of Ontario apples ex ss. *Saturnia* were sold, the sound packages at maximum price. Many packages were badly frosted, the Greenings were scalded, and the Spies very wasty, but the Ben Davis and Baldwins were in satisfactory condition.

DRAWBACKS ON IMPORTED SHIPS MATERIALS.

Memorandum of the Department of Customs of February 8, 1919 (No. 2283-B).

An Order in Council (P.C. 12/243), of date February 4, 1919, has been passed as follows:—

His Excellency the Governor General in Council, under and in virtue of the provisions of section 286 of the Customs Act, is pleased to make the following regulations and the same are hereby made and established accordingly:—

When imported materials, on which customs duties have been paid, are sold and transferred to a customs bonded warehouse, under regulations approved by the Minister of Customs for the warehousing of goods to be used in the construction of

vessels, there may be paid a drawback of ninety-nine per centum of the duties paid on the materials so sold and transferred, within three years from the date of the entry thereof at the custom house.

The said drawback may be paid to the importer of the materials subject to the following conditions, viz.:—

(a) The quantity of materials sold and transferred to a bonded warehouse as aforesaid and the amount of duty paid thereon shall be ascertained and established.

(b) The claim for drawback shall be verified under oath before a collector of customs or justice of the peace, to the satisfaction of the Minister of Customs in such form as he shall prescribe.

The Minister of Customs may also require in any case the production of such further evidence, in addition to the usual averments, as he deems necessary to establish the bona fides of the claim.

Further Instructions.

Imported materials on which drawback is to be claimed under Order in Council, P.C. 12/243 of February 4, 1919, shall be delivered into the custody of the customs locker in a bonded warehouse approved for use in connection with the building of vessels.

An Entry "For Warehouse" in triplicate, with invoice annexed, shall be delivered to the customs collector by the proprietor of the warehouse (one of the copies to be filed in the office of the customs locker).

The invoice shall show the quantity and value or selling price of the imported materials sold by the importer to the shipbuilder.

The following certificate on each invoice shall be signed by the shipbuilder, or his authorized agent, viz.:—

Certified that the articles specified in the foregoing statement have been received and are for use only in the original construction of ships; that the said ships are of greater tonnage than eighty gross tons, and are to be exported for registry outside of Canada or British registered in Canada; further, that the articles specified were purchased from.....
of to whom drawback thereon is payable.

.....
Shipbuilder.

IMPORTATION OF GRAPES INTO NEW ZEALAND.

By Order in Council of the Dominion of New Zealand, of date November 18, 1918 (Notice No. 1944), the importation of grapes from the United States and Canada is permitted under the following regulations:—

Grapes may be introduced into New Zealand from the United States or from the Dominion of Canada provided that every shipment of grapes must be accompanied by a certificate as set out in form No. 1 of the schedule hereto, signed by the shipper, setting forth the number and kind of packages, the shipping marks, the name of the grower of such grapes, the locality, and the state or province where such grapes were grown, and certifying that no phylloxera is known to exist in or within one mile of the vineyard where such grapes were grown, that no grape-vine foliage or wood is attached to such grapes, that no grapes from any other vineyard than the one specified as aforesaid have been mixed with the consignment, and that such grapes are contained in clean new packages not previously used for any purpose; also by a certificate, as set out in form No. 2 of the schedule hereto, signed by an officer of the Department of Agriculture in the state or province where such grapes were grown, certifying that such grapes are clean and free from disease, that no phylloxera is known to exist in or within one mile of the vineyard where such grapes

are certified by the shipper to have been grown, and that no grape-vine foliage or wood is attached to such grapes.

SCHEDULE.

(Form No. 1.)

The Orchard and Garden Diseases Act, 1908.

(New Zealand.)

SHIPPER'S CERTIFICATE TO ACCOMPANY GRAPES FROM UNITED STATES OF AMERICA OR CANADA TO NEW ZEALAND.

I, [Full name and address of shipper], hereby certify that the consignment [Here state number and kind of packages] of grapes marked [State shipping marks], consigned by [Name and address of consignor] to [Name and address of consignee] per [Name of vessel], are grapes which were grown in the vineyard of [State name of occupier] at [State locality] in the [Here insert "State" or "Province"] of ; that no phylloxera is known to exist in or within one mile of the vineyard where such grapes were grown, that no grape-vine foliage or wood is attached to such grapes, that no grapes from any other vineyard than the one specified as aforesaid have been mixed with the consignment, and that such grapes are contained in clean new packages not previously used for any purpose.

Date:

[Signature.]

(Form No. 2.)

INSPECTOR'S CERTIFICATE TO ACCOMPANY GRAPES FROM UNITED STATES OF AMERICA OR CANADA TO NEW ZEALAND.

I HEREBY certify that I have duly inspected the above-mentioned grapes, and have found them to be, to the best of my knowledge, clean and free from disease.

I also certify that no phylloxera is known to exist in or within one mile of the vineyard where such grapes are certified to have been grown, and that no grape-vine foliage or wood is attached to such grapes.

[Signature of officer of Department of Agriculture.]

[Official designation.]

[Address.]

BRITISH GOVERNMENT NOTICES AFFECTING CANADA.

Parcel Post Importations into the United Kingdom.

The Canadian Trade Commission is informed by cablegram from the Canadian Mission in London that any goods imported into the United Kingdom through the parcel post, even within any prohibitory classes, will be admitted without license if customs officers are satisfied that the goods are bona fide commercial samples or are presents to the addressees. Otherwise they are to be treated as prohibited imports.

Removal of Enemy Trading Restrictions in Regard to Czecho-Slovakia.

The following cablegram has been received from the High Commissioner's office, London, England:—

"A Board of Trade announcement states British Government decided with Allied and Associated Governments, with view to replenishment of Czecho-Slovakia, to permit resumption of trade with that country as from 8th February and general licenses issued for this purpose. It is stated exporters must obtain licenses from War Trade Department before shipping goods of kinds included in lists A and B of prohibited exports, but Order in Council being issued rendering export licenses in respect of goods in list unnecessary. Importers must obtain licenses from Import Restrictions Department before importing from Czecho-Slovakia goods of kinds covered by import prohibitions. Traders are reminded that transactions with firms in Czecho-Slovakia as intermediaries for firms in Germany, Hungary or German Austria remain prohibited by Trading with Enemy legislation. General license does not remove certain existing restrictions in respect of payment pre-war debts and return of property held or managed before war for persons in Czecho-Slovakia; moreover permission must be obtained from Treasury before money can be remitted to the country for purposes covered by Defence Realm Regulation four L.D.

UNITED STATES WAR MEASURES AFFECTING CANADA.

REVISED EXPORT CONSERVATION LIST ISSUED BY THE UNITED STATES WAR TRADE BOARD.

The United States War Trade Board announces, in a new ruling (W.T.B.R. 589), that the export conservation list as of February 10, 1919, is as follows: (It will be noted that butter, cheese, eggs and egg products, and milk of all kinds are no longer on the list)

***Ammunition, X-2.**

*Cartridges and shells, loaded and unloaded, X-2.

*Shot, in bulk, X-2.

Cinchona bark and products.

*Coal.

Coffee (green), except Haitian and Portorican.

*Coffee (roasted), except Haitian and Portorican.

*Coffee (soluble) except Haitian and Portorican.

*Coke.

*Explosives, X-2.

Films, moving picture, as follows:

Unexposed, X-20.

Exposed, but undeveloped.

*Exposed and developed, X-20 or X-30.

*Firearms, all types, X-2.

Flour, as follows:

Wheat.

Gold, as follows:

Manufactured, except dental, and articles containing more than 45 per cent of fine gold in value. Form X-29.

Grains, as follows:

Wheat, except seed wheat.

Jewellery, containing more than 45 per cent of fine gold in value, X-29.

Lard.

Lard, neutral.

Lard, compound.

Lard substitutes.

Pork products, as follows:

Bacon.

Barreled and mess pork.

Coarse hog bellies.

Canned pork.

Fatbacks.

Fresh pork.

Hams.

Pickled pork, except ears, snouts, lips, tails, jowls, heads, and back straps.

Shoulders.

Spareribs.

Stag bellies.

Quinine and its compounds.

Quinine salts.

Seeds, red clover.

*Individual licenses not required to Canada and Newfoundland. Shipment of these commodities to those destinations may be made under special export license RAC-63.

Where shipments of grain are made for seed purposes, shippers are cautioned to state that fact on the shipping papers.

SOUTH AFRICA WILL WELCOME CANADIAN GOODS.

Mr. W. J. Egan, Canadian Trade Commissioner in South Africa, has cabled to the effect that South Africa is imposing no import restrictions which affect Canadian goods. South Africa will welcome supplies of Canadian goods in many lines.

NORWAY PLANNING TO ASSIST IN RESTORING FRENCH FORESTS.

(Canada Lumberman.)

Norway intends to help out the restoration of the devastated part of France, in the front zone, by planting a belt of Norwegian forest trees. Much enthusiasm has developed for the scheme, and it is intended to begin this spring. It comprises the planting of 250 acres annually for five years, and the money is streaming in to Consul Heiberg, at Christiania. The idea is to send a forestry party of about 50 Norwegians, fully equipped with trees, tools, tents, and stores, so as not to impose the slightest burden on France. The tentative zone for planting the belt of trees is from Adrennes toward the Belgian frontier, behind Arras, where there formerly was fine forest; but action will be taken in accordance with the desires of the French.

LIST OF MERCHANDISE WHICH MAY BE IMPORTED INTO FRANCE WITHOUT ANY FORMALITY.

LIVING ANIMALS.

No. in French Tariff.

1.	Horses.
2 bis.	Horses for slaughter.
2.	Mules and mullets.
3.	Asses.
4 to 13.	Cattle.
ex 14 to	} Game, poultry, pigeons and rabbits.
14 bis.	
14 ter.	

ANIMAL PRODUCTS AND BY-PRODUCTS.

ex 16.	Fresh meats.
17.	Hams and salt meats.
17 bis.	Manufactured pork products.
17 ter.	Beef muzzles.
18.	Killed poultry and pigeons.
18 bis.	Killed roe, rabbit, deer and other game.
28 quater.	Fresh and salted goose liver.
19.	Canned meat.
20.	Extract of meat in loaf and others.
20 bis.	Tripe, fresh, raw, dry, or salt.
22.	Raw hides.
24.	Horsehair.
25.	Hair, raw, combed or carded, in boxes.
26.	Feathers.
27.	Silk, in cocoons, festooned, worked or milled, wadding.
28.	Unworked human hair.
29.	Messina hair.
30.	Fats of animals, other than fish.
31.	Margarine, oleomargarine, alimentary fats and similar substances.
32.	Hide scrapings.
33.	Animal wax.
34.	Eggs, of game and poultry, and sweetened and unsweetened yolks.
34 bis.	Silk worm eggs.
35.	Milk.
35 bis.	Pure condensed milk.
35 ter.	Condensed milk mixed with sugar in the proportion of less than 50 per cent; milk flours mixed with sugar in the proportion of less than 50 per cent.
36.	Cheese.
37.	Butter.
38.	Honey.
39.	Animal fertilizer.
40.	Bones, white, calcined.
41.	Animal, black.
42.	Ears.
43.	Other animal products and refuse in raw state.

FISH.

44 to 45.	Fresh fish of salt and fresh water.
46.	Fish, dried, salt, and smoked.
47.	Fish, canned, pickled, or otherwise prepared.
48.	Oysters.
49.	Lobsters and crabs, fresh canned, natural, or prepared.
50.	Mussels and other full shells.
51.	Fish fats.
52.	Whale meat.
53.	Cod and mackerel roe.
54.	Raw whalebone.
55.	Raw skins of sea lions and seals.
56.	Raw coral.
58.	Swimming bladders of fish, raw or simply dried.
RAW ANIMAL SUBSTANCES USEFUL FOR MEDICINE OR PERFUMERY.	
59.	Sponges of all kinds, raw.
61.	Other raw substances (musk, muskrat tails, dried cantharides, civet, castor, ambergris, etc.).

HARD PRODUCTS FOR CUTTING.

62 to 67.	Elephant tusks, tortoise shells, imitation ivory and shell, hardened caseine, sea shells, raw bones and hooves of cattle, horns of cattle.
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ALIMENTARY FLOURS.

No. in French Tariff.

74.	Malt (germinated barley).
75.	Sea biscuits and bread.
76.	Oatmeal, semoule meal; grains, pearly and cleaned.
76 bis.	Millet husked and cleaned.
76 ter.	Gluten dry, moist, and flour mixed with gluten.
77.	Semoule in paste and Italian pastes.
78.	Sago salep, manioc flour.
78 bis.	Manioc, raw or dried.
79.	Rice in straw, entire, flour semoule and scraps.
ex 80.	Dried vegetables.
81.	Chestnuts and horse chestnuts.
81 bis.	Flour of, and horse chestnuts.
82.	Dari millet and canary grass in grain and in flour.
83.	Potatoes.

FRUITS AND GRAINS.

85.	Table fruit, pressed or dried.
86.	Table fruits, preserved or prepared.
87.	Fruits to be distilled, green anise, juniper berry, fennel berry, whortle berry, prunellos, cactus figs, and myrtle berries.
87 bis.	Figs intended exclusively for distillation or for the manufacture of wine, dry grapes, dates intended exclusively for the manufacture of wine.
89.	Seeds for planting.

COLONIAL PRODUCTS.

92.	Molasses.
ex 93.	Syrups.
ex 94.	Sweetened biscuits (except those manufactured from bread flour).
95.	Preserves.
97.	Cocoa.
99.	Pepper.
100.	Pimento.
101.	Quaking grass and cardamome.
102.	Cinnamon.
103.	Cassia lignea.
104.	Nutmeg.
105.	Mace.
ex 106.	Cloves.
107.	Vanilla.
108.	Tea.

OILS AND VEGETABLE EXTRACTS.

111.	Fixed aromatic oils.
111 bis.	Edible vegetable oils.
112.	Volatile oils or essences.
112 bis.	Synthetic or artificial perfumes, pure or mixed, with natural products or essences; vanilline and its derivatives.
113.	Carnauba wax, myrica wax, and others.
115.	Gums (other than turpentine, resin, colophony, pitch, resin cake and pitch pine).
115 bis.	Vegetable tar.
115 ter.	Resin oil.
115 quater.	Resin and other resinous foreign products, except of spruce and pine.
117.	Balms.
118.	Natural camphor, raw and refined; synthetic and artificial camphor.
119.	Caoutchouc, balata, gutta-percha, raw or remoulded in bulk.
120.	Birdlime.
121.	Manna.
122.	Aloes.
123.	Opium.
124.	Licorice juice.
125.	Sarcocolla, kino, and other desiccated vegetable juices.

MEDICINAL SPECIES.

126.	Roots.
126 bis.	Herbs, flowers and leaves.
126 ter.	Bark.
126 quater.	Lichens.
127.	Fruits and medicinal seeds.

WOOD.

135.	Logs, faggots, brushwood.
136.	Charcoal, ords.
138.	Fine woods, tropical and sub-tropical woods.
140.	Dyewood.

FIBERS, STEMS, AND FRUITS TO BE PREPARED.

No. in French Tariff.

142 bis.	Hemp.
144.	New Zealand flax, abaca, aloes, and other vegetable fiber not elsewhere mentioned.
144 bis.	Ramie or Chinagrass.
145.	Rushes, reeds, dogs' grass (broomroot), piassava, thistle, matweed, cocoa fibres.
146.	Willow barked, rushes-reeds, called Chinese Rattan, for basket making.
147.	Lindentree bark for cordage.
148.	Cocoanut shells, and empty gourds.
149.	Hard seeds to be cut.

DYEING AND TANNING MATERIALS.

150-157.	Roots, herbs, leaves, flowers, berries, seeds, fruits and bark for use in dyeing and tanning.
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VARIOUS PRODUCTS AND WASTES.

158.	Vegetables, fresh, salted, preserved or dried.
158 bis.	Cabbage for sauerkraut.
160-161.	Hops and lupinine of hops.
162 & 163 bis.	Beets, fresh, dried, whole, powdered or rinded.
163.	Chicory root.
164.	Fodder, turf for bedding, and dried beet pulp.
164 bis.	Yeast.
164 ter.	Millet straw for brooms.
164 quater.	Cereal straw, cleaned, bleached or dyed, with or without clusters.
165.	Bran of all sorts.
166 bis.	Oil cake other than oleaginous seeds and malt.
167.	Drill.
169.	Peat and clod for fuel.
ex 170.	Fruit trees or forest tree plants.
ex 170 bis.	Vegetable products and waste matter not mentioned other than fresh natural flowers.

BEVERAGES.

170 ter.	Mistelles.
172.	Vinegar other than perfumery.
172 bis.	Ciders and perry.
172 ter.	Beer.
172 quater.	Mead.
173.	Orange juice.
174.	Crushed apples and pears.

MARBLES, STONES, EARTHS, COMBUSTIBLES AND MINERALS.

ex 175 bis.	Alabaster, rough, quarried or sawn.
ex 175 ter.	Rough precious stones.
ex 176.	Agate and other similar rough stones.
ex 177.	Worked stone, including worked building stone, cut, or sawn with plane surface; lithographic stones.
178 quater.	Grindstones, Levantine or Arkansas stones for polishing and grinding tools, rough, worked, cut, polished, rough, hewn.
179.	Kaolin.
179 bis.	Rough alum-stone.
ex 179 ter.	Natural phosphates, mica, crude asbestos.
179 quater.	Infusorial earths or kiezelguhr.
179 quinq.	Pumice stone, crude, in pieces or pulverized.
180.	Slates.
ex 181 quater.	Common building stone.
182-184.	Rough building stone, paving, crushed stone and plaster.
185 bis.	Pipes and moulded objects, in cement, concrete, or reinforced concrete.
186.	Tiles of compressed cement.
188.	Marl.
188 bis.	Ice.
189.	Unrefined sulphur, including the ore, pyrites, triturated, refined, purified or sublimated.
192.	Mineral tar made of distilled pit-coal.
193.	Bitumen.
193 bis.	Bitumen and asphalts, in the stone or in mastic; flagstones, pavings or tiles.
194.	Mineral wax or ozokerite.
195.	Jet.
196.	Yellow amber.
197.	Petroleum oils, schist oils and other mineral oils for lighting; crude, refined and essences.
198.	Heavy oils and residues of petroleum and other mineral oils.

No. in French Tariff.

METALS.

	204.	Iron ore.
	212 bis.	Iron scrap.
	218.	Iron filings.
ex	221.	Copper ore.
ex	222.	Lead ore.
ex	223.	Tin ore.
ex	224.	Zinc ore.
	225.	Nickel ore.
	226.	Native mercury.
	228.	Arsenic and its ore.
	229.	Cadmium, unrefined.
	230.	Bismuth, water-glass.
	233.	Ores not above mentioned (except those of chromium, molybdenum and wolfram).

CHEMICALS.

	234-282.	Chemical products except those mentioned below, the importation of which is not permitted.
	234.	Liquid bromine.
	234 bis.	Bromides.
ex	238.	Acetic acid.
		Stearic acid.
		Oleic acid of animal origin.
		Deglycerated oils.
	242.	Potassium and carbonate of potassium.
	246.	Caustic soda.
	247 & 248.	Sodium carbonate, crude or refined.
ex	252.	Ammonium, sulphate and nitrate.
ex	256.	Sodium acetate.
	257 bis.	Methyl alcohol.
	257 ter.	Formaldehyde.
	262 bis.	Calcium carbide.
	265 bis.	Liquefied chloride.
	267.	Glycerine.
ex	270.	Calcium cyanamide.
ex	271 bis.	Pyrolignite of lime.
	271 ter.	Acetone.
ex	273.	Copper sulphate.
ex	280.	Chemicals derived from coal tar as listed in paragraph 2 of article 280.
	281 ter. & } 281 quater. }	Celluloid.

PREPARED DYES.

283-293.	Prepared dyes (except those derived from coal tar).
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COLOURS.

295-297 & } 299-310. }	Colours, except varnishes.
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VARIOUS COMPOSITIONS.

	313.	Facing for sizing of threads and textile fabrics and preparation of fabrics.
ex	315.	Compounded medicines— (a) Distilled water, non-alcoholic. (b) Non-specified figuring in an official pharmacopœia.
	317.	Chicory, burnt or ground and by-products.
	318.	Starch, properly speaking.
	319.	Cornstarch, potato starch and others.
	319 bis.	Tapioca, foreign and native, raw, pulverized, and granulated.
	319 ter.	Dextrine and other starch products.
	320.	Sealing wax.
	324.	Fish glue, whale glue, and similar products.
	325.	Animal glue.
	326 & 326 bis.	Gelatine, in powder, leaves or sheets.
	326 ter.	Material for copying with gelatine and glycerine base, with or without the addition of sugar.
	327.	Albumen.
	327 bis.	Casein, pure, or combined with alkali, either in a solid or a dissolved state.
	329.	Sugar of milk.
ex	330.	Grease from sheep's wool.

EARTHENWARE.

	333.	Waste-pipes.
	336.	Other earthenware of common earth, unglazed and unenamelled.
	338-340.	Baked earthenware products such as apparatus for chemical manufacture; pipes of all forms; other common pottery of all sorts, sanitary apparatus.
	338-340.	Household objects, bottles and other material.
	342.	Ceramic tiles and blocks, of common earths, fine earths, baked in sandstone.
	343 & 344.	Porcelain of common and tin-bearing earths.
ex	347 ter.	Artificial teeth of porcelain, enamel and similar material without addition of precious metals.

GLASS AND CRYSTALS.

No. in French Tariff.

- 352-354. Watch and clock glass.
 ex 358. Spun glass, balls and corals made of glass; glass pearls and beads, glass stones for jewels, glass trinkets, coloured or uncoloured.
 360. Prism and broken glass.
 362. Glass objects not mentioned.

WEBBING.

429. Blades and twisted iron for textile work.
 457 bis. Transmission belting covered with camel's hair with or without an oily coat.

PAPERS AND ITS MANUFACTURES.

469. Newspapers and periodicals.

SKINS AND FURS (WORKED).

476. Skins, prepared, tanned, tawed, curried, polished, shamoyed, parchmented, split and otherwise prepared.
 477. Ordinary artificial leather or pasteboard leather.
 477 bis. Artificial leather with base of balata, caoutchouc, or similar substance.
 478. Straps for wooden shoes, cut soles, heels, counters, and similar material, entire or in pieces, of natural leather.
 479. Upper and leg for boots, short-legged boots, half-boots, gaiters, leggings, putties, uppers, clogs, heelpieces in varnished or unvarnished leather.
 487. Harness material.
 488. Leather belting, thongs, transmission cords, leather tubing, straps and cut pieces, discs and bands for cord engines; casings and leather material for tires, for spinning mills, weaving mills and machines, all in natural leather.
 489. Straps, bands and thongs for belting and other similar material in artificial leather.
 493. Furs, prepared, or in sewn pieces.

MANUFACTURES OF METAL.

520. Machines for paper manufacture.
 521. Machines and presses for printing, typography, lithography, phototypy, copper-plate, and for all other forms of printing on paper, cardboard, wood, metal, celluloid, plastic material, in black or in colours flatwise, in grooves or in relief.
 521 bis. Machines for folding, linotypy, and goffering; machines for coating, polishing, pasting, bronzing; automatic machines; machines and material for bookbinding.
 521 ter. Ruling machines; perforating machines; envelope making machines; wood and tubes for trimming, cutting, stamping; lathes for setting and boring stereotype plates.
 521 quater. Presses and machines for stereotypy other than hydraulic presses and machines; drying presses, crucibles and furnaces for stereotypes; presses for casting cylindrical stereotypes; cylinders; laminating machines, linotypes and other composing machines.
 525 quater. Machines for rinsing, corking, capping, and filling bottles.
 527 bis. Machinery and tools for refrigeration.
 539 & 540. Stereotypes, plates and dies for printing on paper, other than colouring, with or without drawings, obtained by photo-mechanical processes or others.
 544. Sewing needles; sewing machine needles.
 544 bis. Needles for lace, tulle, and wool trades; modelled and jointed.
 545 bis. Hooks and awls for embroidery; button hooks.
 545 ter. Office and store punches for perforating paper and cloth.
 546. Pins.
 546 bis. Buckles, clasps, hooks, eyes and fasteners for garments, suspenders, belts, gloves, shoes and all other such material of iron, steel, copper, brass, and other common metals in whole or in part.
 547. Hooks.
 562 quater. Umbrella mountings.
 568. Household articles of iron, steel, and black sheets not listed.
 569. Coffee grinders, with wooden receptacles of cast or sheet metal, household articles, meat presses, meat choppers, jelly presses; small household pumps.
 570. Odourless toilet apparatus; flushing tanks.
 596 & 596 bis. Brooms of sorghum or cameline, and common brooms of birch and other material.
 598. Button patterns.
 599. Wooden shoes.

MANUFACTURERS OF METAL.—*Continued.*

No. in French Tariff.

601 bis.	Wooden spring rollers.
602.	Wood for saddles.
602 bis.	Turnery.
602 quater.	Rims of bent wood, not grooved, or shaped, for velôcipedes.
603 bis.	Shuttles for looms of all sorts, finished or non-finished.
603 ter.	Wooden handles for agricultural instruments.
603 quater.	Other wood work.
603 quinq.	Cylinders and discs of wood, engraved for printing on painted papers, cloths, oilcloths and linoleum.

MANUFACTURES OF VARIOUS MATERIALS.

619.	Ship's implements and apparatus not listed.
620 ter.	Mica in sheets or leaves; articles of mica, micanite, and mixtures of mica, micanized paper and fabric, even when mixed with other materials.
621 to 625.	Packings.
ex 630 quater.	Burners, branched, for acetylene illumination.
630 quinq.	Burners, single, for acetylene illumination; detached parts of same.
638.	Ivory chips, resulting from preliminary preparation, sawing or other manipulation, not polished or smoothed; discs, sheets, tubes; lumps not over 3 centimeters in diameter.
638 bis.	Amber or amberoid pieces, cut or moulded, but not drilled, mounted, polished, nor entirely shaped.
ex 644.	Ordinary brushes, mounted in wood.
644 bis.	Paint brushes and other brush material.
645.	Buttons.

MODIFICATION OF BELGIAN IMPORT LICENSE REGULATIONS.

The United States War Trade Board announces in a new ruling (W.T.B.R. 591) for the information of exporters in the United States that they have been informed that all commodities may now be imported freely into Belgium except the following, which require Belgian import licenses:—

All cereals from which bread is made, including barley and oats, potato flour, sugar (raw and manufactured), tobacco, wines, spirits, malt, and coal.

As announced in W.T.B.R. 585, issued February 7, 1919, no Belgian import license is required before shipping oats, sugar, tobacco, and wines, if such goods are sent to public bonded warehouses in Antwerp or Brussels, but import license will have to be obtained before the release of such goods from the warehouse.

THE NEW REPUBLIC OF POLAND AS IT IS LIKELY TO BE CONSTITUTED.

The conditions likely to prevail in the new Republic of Poland and the demand that will develop for various materials and manufactured articles during the reconstruction period will be of interest to Canadian manufacturers in general.

Dr. A. Syski, of the National Polish Department of America, has published a pamphlet entitled "The United States of Poland." Describing the ruin wrought by the Germans and the Bolsheviki in Poland and discussing future possibilities he says: "Precious works of art, valuable books, documents and manuscripts, all the priceless proofs of the ancient thousand years of old Polish culture, have been confiscated—as the operation is diplomatically called when it is performed by an overwhelming collective force. Several large cities have been spared, preserved for the comfort of the German or Russian guests in Poland. But on the tremendous battle-front extending from the Baltic sea to the southern slopes of the Karpethian mountains, all of Russian Poland, almost the whole of Austrian and even a portion of Prussian Poland have been totally ruined. Three hundred towns, 2,000 churches, 20,000 villages have been wiped away. An area equal in size to the states of Illinois, Pennsylvania, New York and Maine put together has been laid waste. What could remain of a country where in many districts those huge armies of millions of men were moving

forward and backward for over three years? Over three years of continuous fighting, of incessant danger, of uninterrupted anguish and pain imposed upon an innocent nation! Millions of homeless peasants, of unemployed workmen, of humble Polish and Jewish shopkeepers have been driven into open wastes. Millions of bereaved parents, of breadless, helpless widows and orphans, have been wandering about in the desolate land, hiding in woods or in hollows, happy when they found an abandoned trench, and in that trench, next to the body of a fallen fighter, some decaying remnants of soldiers' food. Forced from their homes to escape the ruthless fury of the invaders, thousands of these unfortunates died of starvation, leaving their bodies upon the roadside to mark the line of march of a stricken people.

"Mr. Frederick Wolcott, who at this time visited Poland, says that both sides of the road he motored along were completely lined for the whole 230 miles with mud-covered and rain-stricken clothing. The bones have been cleared by the crows. The Prussians came along, gathering the larger bones, for these were useful as phosphate and fertilizer. The little-finger and toe bones were left with the rags of clothing. The little wicker baby baskets were there by hundreds upon hundreds. Mr. Wolcott started to count them for the first mile or two, giving it up in despair—for there were so many of them. He saw no buildings in that whole stretch of 230 miles. Everything has been destroyed; nothing but the bare black and charred chimneys were standing. No live stock, no farm implements, no sign of a living being in all that vast area.

"Before the outbreak of this war there was a compact mass of 30,000,000 people in Europe speaking the Polish language, and whatever ruler might claim dominion over them, they were one. No mutilation of the national body, no cruelties or oppression could dis sever the Poles in their spirit. They remain to-day one nation in language and in aspirations, despite a century and a half of political slavery; and through all those years the love of liberty has burned within them as an inextinguishable flame."

On the title page this week is a map of Poland as it will be constituted if the Polish proposals are approved by the Allied Powers. This area in spite of the devastation wrought by war has a population estimated at nearly thirty millions. The districts to be reconstructed have a greater area than the devastated districts of France and Belgium combined.

NEW DOMINION INCORPORATIONS.

Thornton Davidson & Company, Limited. Incorporators: Arnold Wainwright, King's Counsel, Aubrey Huntingdon Elder, and Felix Winfield Hackett, advocates; Bertha Hodgson, secretary; and Darley Burley-Smith, clerk—all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Consolidated Sales Agencies, Limited. Incorporators: Francois Philippe Brais and Henry Robert Mulvena, advocates; and Laura May Smith, Ella Mary Jackson, and Bessie Moore Rogers, stenographers—all of Montreal. Capital, \$30,000, divided into 300 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Atlas Bonds and Security Corporation, Limited. Incorporators: Frederick Abraham, gentleman, of Westmount; Gordon Herbert Wilson and John Swinwood Rigby, brokers; Frank Nicolls, salesman; and James Pollard Rice, manager—all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

War Publications, Limited. Incorporators: Noah Joseph Gareau and Wilfred Empey Densmore Lewis, accountants; Joseph Henry DeWolfe, publisher; Howard Bruce MacConnell, inventor and author; and Edward Russell Jackson, jeweller—all of Ottawa. Capital, \$50,000, divided into 1,000 shares of \$50 each. Chief place of business, Ottawa.

The Chats Falls Navigation Company, Limited. Incorporators: Weldon James Graham, druggist; Oliver Martin, dentist; Leonidas Guisolphé Roy and Charles Emery, civil servants; and William James Carson, merchant—all of Ottawa; and Heman Kedey, farmer, Fitzroy Harbour, Ont. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Ottawa.

Shannon Fisheries, Limited. Incorporators: Robert Shennan, manufacturer; George Vipond Cousins and Egbert William Westover, advocates, and Rosalind Stuart—all of Montreal; and Charles MacKay Cotton, of Westmount, Que. Capital, \$45,000, divided into 450 shares of \$100 each. Chief place of business, Montreal.

National Electro-Products, Limited. Incorporators: James Leith Ross, Arthur Wellesley Holmsted, Albert Roy Kinnear, barrister-at-law; and Edith Mary Carruthers and Aileene Ritchie, stenographers—all of Toronto. Capital, \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

Aspromet Company of Canada, Limited. Incorporators: Harold Hansard Robertson, manufacturer, of Sewickley, Pennsylvania, U.S.A., and Charles MacKenzie, gentleman; Robert Irwin Towers, barrister-at-law; Caroline Mary Cowan, stenographer; and Mary Etta Wismer, bank clerk—all of Sarnia. Capital, \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Sarnia.

Merchants' Service Company of Canada, Limited. Incorporators: Herbert Clute Gibson and Frank Joseph Patrick Crean, managers; Samuel Rupert Broadfoot, barrister; and Charles Lount Bray, solicitor—all of Ottawa. Capital, \$40,000, divided into 400 shares of \$100 each. Chief place of business, Ottawa.

Edward A. Robinson Company, Limited. Incorporators: Errol Languedoc, King's Counsel; and Colville Sinclair, Ralph Erskin Allan, and Jean Pierre Charbonneau, advocates; and William Taylor, manager—all of Montreal. Capital, \$40,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Loew's London Theatres, Limited. Incorporators: Reginald Holland Parmenter, and Arthur John Thomson, solicitors; and Samuel Davidson Fowler, solicitor's clerk; Viola Moffat, accountant; and Anna Latimer, office clerk—all of Toronto. Capital, \$1,000,000, divided into 100,000 shares of \$10 each. Chief place of business, Toronto.

Wm. Stock and Sons, Limited. Incorporators: George Newcombe Gordon and Joseph Aloysius O'Brien, barristers-at-law, and Maud Leahy, Jessie Stevens, and Mary Easson, stenographers—all of Peterborough, Ont. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Peterborough.

Citizens' Research Institute of Canada. Incorporators: John Firstbrook and Frederic Harry Hayes, manufacturers; Mark Bredin, baker, Frank Wise, publisher; James Patrick Hynes, architect; and John Ingham Sutcliffe, chartered accountant—all of Toronto. No share capital. Chief office, Ottawa.

Montreal Forge and Shackle Company, Limited. Incorporators: Arthur William Patrick Buchanan, King's Counsel; Joseph Christopher Barry Walsh, and John Mulcair, notaries public; and Elizabeth Florence Hallam, stenographer—all of Montreal; and Frank John Knox, Westmount, Quebec. Capital, \$200,000, divided into 200 shares of \$100 each. Chief place of business, Montreal. (Private company.)

The F. C. Paul Co., Limited. Incorporators: Louis Philippe Crepeau, King's Counsel; Segfried Hinson Read Bush, and Benjamin Robinson, advocates; George Whittaker, accountant; and Alec Phelps Grigg, student-at-law—all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Supplementary letters patent have been issued increasing the capital stock of "Vulcan Knitting Mills of Canada, Limited," from \$50,000 to \$150,000 and changing the name of the company to that of "National Gloves, Limited." Place of business, Montreal.

Supplementary letters patent have been issued changing the name of "International Distributing Company of Canada, Limited," to that of "Ever-Ready Safety Razor Company, Limited," and changing chief place of business from Montreal to Toronto.

Supplementary letters patent have been issued increasing the capital stock of "Ontario Specialties, Limited," from \$100,000 to \$150,000. Place of business, Montreal.

Supplementary letters patent have been issued increasing the share capital of the "St. Hyacinthe Soft Sole Shoe Company, Limited," from \$10,000 to \$99,000. Place of business, St. Hyacinthe, Que.

Supplementary letters patent have been issued reducing the share capital of "La Compagnie de Chassures de Fraserville, Limitée," from \$100,000 to \$50,000. Place of business, Fraserville, Que.

Supplementary letters patent have been issued turning the "Dominion Shipbuilding Company, Limited," into a public company. Place of business, Toronto.

ECONOMIC CONDITIONS IN JAMAICA IN TRANSITION STAGE.

(Supplement to United States Commerce Reports.)

The economic condition and future trade of Jamaica are in a transition stage, owing principally to war conditions, but partly to a succession of hurricanes in the past three years which affected every phase of the life of the island.

Jamaica is an agricultural country, the most important export crop until 1915 being bananas, for which the United States was the chief market. However, with the disappearance of European beet sugar from the world's markets, the price of cane sugar has so increased as to make its production here again highly lucrative, and cane cultivation is therefore engaging more and more the attention of planters and of local capital. The development of this resource can not fail to be beneficial.

In addition to bananas, sugar, and rum, there are also cultivated coffee, ginger, pimento, logwood, cacao, cocoanuts, and other products in sufficient quantities to contribute to the sum total of the exports but not separately of such volume or values as to affect appreciably the present conditions. The markets for Jamaica coffee, ginger, pimento, and logwood are so uncertain that the handling of these commodities does not always prove remunerative. To this drawback must be added the destruction of large numbers of coconut trees by the hurricane, which greatly reduced the output of the most valuable of these minor products.

A considerable amount of the poorer lands at present is covered with underbrush, but the area under cultivation is steadily increasing. There has been in the past two years a tendency to devote banana lands to the growing of cane, and if there were reasonable certainty that the sugar planters of the British colonies would be accorded any preferential treatment, there is no doubt that an increased area would be cultivated. Even as it is, there has been a very marked augmentation in the value of lands, and agricultural wages have been raised to some extent throughout the island. This increase has, however, been largely offset by a corresponding increase in the price of foodstuffs, both home grown and imported.

ESTIMATE OF ITALY'S MERCHANT TONNAGE.

An article in the "Sole" of the 12th January states that 63 per cent of Italian merchant tonnage has been lost through the action of enemy submarines during the war, so that at present the vessels flying the Italian flag do not reach a total of 1,000,000 tons dead weight (approximately 666,000 gross tons).

PRELIMINARY STATEMENT OF THE TRADE OF CANADA FOR JANUARY.

Prepared by the Dominion Bureau of Statistics, Ottawa.

Month, Ten Months, and Twelve Months ending January, 1917, 1918 and 1919.

	Month of January.			Ten Months ending January.			Twelve Months ending January.		
	1917.	1918.	1919.	1917.	1918.	1919.	1917.	1918.	1919.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
IMPORTS FOR CONSUMPTION.									
Dutiable goods	39,855,400	34,257,484	42,950,589	370,646,468	460,976,855	438,475,754	434,524,762	552,038,533	519,818,522
Free goods	32,467,674	26,419,930	30,798,808	304,318,080	362,082,846	342,088,883	334,126,359	441,387,463	400,208,361
Total imports (mdse.)	72,323,074	60,677,414	73,749,397	674,964,548	823,059,701	780,564,737	768,654,121	993,426,056	920,826,883
Duty collected	12,762,621	10,542,643	12,519,929	119,141,346	136,339,468	131,577,761	141,802,243	164,821,352	156,826,758
EXPORTS.									
Canadian Produce—									
The mine	6,836,464	5,528,992	9,471,539	70,562,024	61,027,608	66,918,078	83,462,893	76,082,491	79,650,972
The fisheries	2,784,824	3,390,587	3,342,558	20,860,380	24,900,767	26,428,359	24,696,944	28,929,640	34,129,743
The forest	3,695,352	3,110,324	4,532,110	49,838,800	45,622,438	60,580,724	55,676,911	51,695,847	66,857,906
Animal produce	11,745,761	15,918,079	20,902,496	105,332,667	132,271,461	160,920,069	119,451,687	174,734,262	181,891,749
Agricultural products	22,550,924	26,390,294	32,839,568	340,002,369	501,728,297	260,988,846	371,753,651	535,139,629	326,974,133
Manufactures	50,814,082	41,383,115	44,425,357	368,655,496	564,256,545	483,379,963	444,275,942	673,000,725	555,725,934
Miscellaneous	678,852	494,893	244,759	5,489,336	4,004,128	4,417,704	7,763,450	4,868,346	5,119,826
Total exports, Canadian	99,106,259	96,216,284	116,358,387	960,736,072	1,353,811,184	1,063,633,743	1,107,081,478	1,544,450,880	1,249,850,347
Foreign produce	3,445,807	3,529,900	8,976,369	20,470,769	38,874,724	30,902,498	22,468,544	46,239,287	38,169,778
Total exports (mdse.)	102,552,066	99,746,184	125,334,756	981,206,841	1,392,685,908	1,094,536,241	1,129,550,022	1,590,690,167	1,288,020,125
AGGREGATE TRADE.									
Imports for consumption	72,323,074	60,677,414	73,749,397	674,964,548	823,059,701	780,564,737	768,654,121	993,426,056	920,826,883
Exports—									
Canadian produce	99,106,259	96,216,284	116,358,387	960,736,072	1,353,811,184	1,063,633,743	1,107,081,478	1,544,450,880	1,249,850,347
Foreign produce	3,445,807	3,529,900	8,976,369	20,470,769	38,874,724	30,902,498	22,468,544	46,239,287	38,169,778
Total trade	174,875,140	160,423,598	199,084,153	1,656,171,389	2,215,745,609	1,875,100,978	1,918,204,143	2,594,116,223	2,208,047,008

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending February 14, 1919	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	2,213,682	159,970	373,707	1,022	2,748,381
Consolidated Elevator Co.	1,388,439	34,000	76,595	10,910	1,509,944
Empire Elevator Co.	1,224,821	131,296	115,810	60,072	1,531,999
Ogilvie Flour Mills Co.	1,192,590	47,004	241,697		1,481,291
Western Terminal Elevator Co.	1,609,871	38,055	39,716	79,216	1,766,858
G.T. Pacific	4,461,233	391,604	291,881	78,755	5,223,472
Grain Growers' Grain Co.	1,181,201	451,206	464,444		2,096,941
Fort William Elevator Co.	953,916	281,110	137,469	28,809	1,401,304
Eastern Terminal Elevator Co.	1,024,406	70,977	140,353		1,235,766
Northwestern Elevator Co.	808,000				808,000
Port Arthur—					
Port Arthur Elevator Co.	4,994,161	749,692	1,167,125		6,910,978
Sask. Co-operative Elevator Co.	1,690,507	170,529	118,960	114,754	2,094,750
Canadian Government Elevator	1,724,199	239,845	230,071	126,152	2,320,267
Can. Govt., for Imperial Government				2,113	2,113
Thunder Bay	912,301	139,401	156,724	40,272	1,248,698
Davidson & Smith	394,661	195,206	143,903		733,770
Eaton-Richardson	927,523	93,423	53,941	46,295	1,121,181
Total Terminal Elevators	26,701,510	3,193,408	3,752,426	588,370	34,235,714
Saskatoon Can. Govt. Elevator	547,672	989,997	118,813	1,028	1,657,510
Moosejaw Can. Govt. Elevator	1,112,448	600,684	59,605	*1,763	1,782,007
Calgary Can. Govt. Elevator	1,114,678	883,131	149,012	2,735	2,170,832
Vancouver Can. Govt. Elevator	343,026	180,777	7,674	†4,772	531,477
Total Interior Terminal Elevators.	3,117,824	2,654,589	335,104	*20,008	6,141,826
Depot Harbour	270,586				270,586
Midland—					
Aberdeen Elevator Co.	460,777				460,777
Midland Elevator Co.	1,490,107	1,650	*106,373		1,598,130
Tiffin, G.T.P.	1,860,269				1,860,269
Port McNicol	1,996,595	1,045	111,974		2,079,614
Collingwood	146,098				146,098
Goderich—					
Elevator & Transit Co.	838,635				838,635
West Canada Flour Mills Co., Ltd.	583,796				583,796
Elevator & Transit Co.—Grain afloat	540,893				540,893
Kingston—					
Montreal Transportation Co.					—
Commercial Elevator Co.	1,413	20,501			21,914
Port Colborne Dom. Govt. Elevator	1,946,830				1,946,830
" Maple Leaf Milling Co., Ltd.	1,269,409				1,269,409
Prescott—					
Montreal—					
Harbour Commissioners No. 1.	2,374,695	64,223	225,478	14,776	2,679,172
" " No. 2.	323,422	672,962	256,501		1,252,885
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners	801,992	269,408	748		1,072,148
West St. John, N.B.	438,626	17,341	119,871		575,838
Halifax, N.S.					
Total Public Elevators	16,464,296	1,047,130	*106,373	14,776	18,347,147
Total quantity in store	46,283,630	6,895,127	4,802,102	637,455	58,724,687

†Corn. * Rye.

4,460 bushels corn omitted from Calgary Interior Terminal Elevator.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended February 14, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		36,596	179,239		215,835
No. 1 Northern		8,087,955	2,077,964	7,732,539	17,898,458
No. 2 "		3,954,097	265,237	2,787,611	7,006,945
No. 3 "		4,558,291	151,804	2,272,417	6,982,512
No. 4 Wheat		3,961,959	63,688	1,865,192	5,890,839
No. 5 "		2,169,717	24,306	533,361	2,727,384
No. 6 "		2,573,423	3,196	309,109	2,885,728
Other		1,359,472	95,450	964,067	2,418,989
Australian			256,940		256,940
Totals.....		26,701,510	3,117,824	16,464,296	46,283,630
Oats—					
No. 1 C. W.		1,707	5,292		6,999
No. 2 "		282,464	539,517	86,207	908,188
No. 3 "		549,483	382,447	39,310	971,240
Ex. No. 1 Feed		337,207	442,357	103,559	883,123
No. 1 Feed		403,933	527,355	175,331	1,106,619
No. 2 "		1,008,152	599,093	110,739	1,717,984
Other		610,462	158,528	531,984	1,300,974
Totals.....		3,193,408	2,654,589	1,047,130	6,895,127
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 3 C. W.		1,424,284	104,492	228,858	1,757,634
No. 4 "		1,374,913	121,145	163,220	1,659,278
Feed		282,064	19,816	21,422	323,302
Rejected		366,030	35,555	162,800	564,385
Other		303,995	54,096	138,272	496,363
Totals.....		3,752,426	335,104	714,572	4,802,102
Flax—					
No. 1 Northwestern Canada	1,199	342,710	3,917		347,826
No. 2 C. W.	516	171,751	410		172,676
No. 3 "	398	64,613	907		65,918
Rejected			181		181
Imperial Govt.			27		27
Other		7,183	324	14,776	22,283
Totals.....	2,113	586,257	5,766	14,776	608,912
Corn			4,772		4,772
Rye			23,771	106,373	130,144
Total quantity in store.....		34,235,714	6,141,826	18,347,147	58,724,687

* 4,460 bush. corn omitted from Calgary Interior Terminal Elevator.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending February 14, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			38,272	38,272
C.P.R., West St. John, N.B.	2,592	675,363		677,955
Government Elevator, Port Colborne, Ont.				
Aberdeen Elevator, Midland, Ont.	28,000	85,074	19,675	132,749
G.T.R., Depot Harbour, Ont.				
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	762,957	94,787		857,744
Quebec Harbour Commissioners, Quebec	87,786			87,786
Maple Leaf Milling Co., Port Colborne, Ont.				
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	83,638	533,617
Halifax, N.S., C.G.R.				
Port McNicol, C.P.R.	1,833,590	39,264		1,872,854
Goderich Elevator and Transit Co.				
Midland Elevator Co., Midland, Ont.		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.	8,313	213,156		221,469
Total	4,244,606	1,806,655	141,585	6,191,846

* Barley.

RATES OF EXCHANGE IN CONTRACTS.

(The Times Trade Supplement.)

The Court of Appeal by a majority have affirmed the decision of Mr. Justice Bray that payment for goods sold by a foreign firm to an English firm should be made at the rate of exchange prevailing at the date of the invoice, not at the rate prevailing at the date of the presentation of the shipping documents. The plaintiffs in the action were Swedish merchants, and the defendants a Manchester firm to whom a cargo of timber had been shipped by the plaintiffs. An invoice was sent by the plaintiffs for 90,669.40 kröner, converting that sum into sterling at 12 kröner to the pound. The plaintiffs then drew on the defendants for the amount, and they forwarded the shipping documents to their bank in London to be handed to the defendants upon payment for the timber. The documents were not presented to the defendants until a month after shipment, when the rate of exchange had become 14 kröner to the pound. The defendants contended that they should pay at the rate of exchange prevailing at the time of the presentation of the documents. Mr. Justice Bray took the view that as it was the duty of the sellers to prepare the documents at the time of shipment, the rate of exchange prevailing at the date of the invoice must be the governing rate of exchange. In the Court of Appeal Lord Justice Scrutton dissented on the ground that where there was a c.i.f. contract, as in this case, the time at which the rate of exchange was to be fixed was the time when the shipping documents were presented. (*Aktiebolaget Rydtum & Co. v. Felber & Co.*)

**Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators,
Interior Terminal Elevators and Public Elevators in the East and Afloat on
February 14, 1919, with comparisons for five years.**

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>February 14, 1919—</i>			
Terminal elevators	26,701,510	7,534,204	34,235,714
Interior terminals	3,117,824	3,024,002	6,141,826
Public elevators in the East	15,923,403	1,882,851	17,806,254
Afloat	540,893	...	540,893
Total.....	46,283,630	12,441,057	58,724,687
<i>February 15, 1918—</i>			
Terminal elevators	5,867,785	7,125,095	12,992,880
Interior terminals	766,638	2,924,261	3,690,899
Public elevators in the East	6,336,629	3,175,276	9,511,905
Afloat	2,691,868	...	2,691,868
Total	15,662,920	13,224,632	28,887,552
<i>February 16, 1917—</i>			
Terminal elevators	22,810,016	14,457,117	37,267,133
Afloat	89,245	101,331	190,576
Interior terminals	4,980,044	2,412,195	7,392,239
Public elevators in the East	3,955,552	6,799,316	10,754,868
Total.....	31,834,857	23,769,959	55,604,816
<i>February 18, 1916—</i>			
Terminal elevators	21,553,748	10,793,587	32,347,335
Grain afloat	2,373,386	974,311	3,347,697
Interior terminals	2,070,327	559,189	2,629,516
Public elevators in the East	6,077,409	4,105,228	10,182,637
Total.....	32,074,870	16,432,315	48,507,185
<i>February 18, 1915—</i>			
Terminal elevators	4,802,497	3,092,138	7,894,635
Grain afloat	283,132	...	283,132
Interior terminals	1,513,387	956,947	2,470,334
Public elevators in the East	3,811,358	3,302,020	7,113,378
Afloat	113,441	...	113,441
Total.	10,523,815	7,351,105	17,874,920
<i>February 19, 1914—</i>			
Terminal elevators	10,738,854	7,681,110	18,419,964
Grain afloat	4,083,630	3,310,060	7,393,690
Public elevators in the East	5,092,704	3,148,834	8,241,538
Afloat	110,719	...	110,719
Total.....	20,025,907	14,140,004	34,165,911

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of January, 1919.	Five Months January, 1919.	Five Months January, 1918
	No.	No.	No.
Wheat, Spring—			
One Hard	9	555	1,038
One Hard White Fife			
One Man. Northern	1,888	34,950	52,101
Two Man. Northern	1,262	13,738	19,723
Three Man. Northern	1,536	12,286	11,757
Number Four	1,063	8,081	4,162
" Five	591	4,103	2,267
" Six	504	2,565	1,631
Feed	150	626	502
Smutty	64	487	351
No Grade	616	3,280	2,213
Rejected	87	1,441	2,493
Condemned	7	24	22
No Established Grade		6	40
No. 1	1	93	
No. 2	14	46	
No. 3	2	8	
No. 1 Goose		27	5
No. 2 "		1	
No. 4, 5, 6 Special			12
Total Spring Wheat	7,794	82,347	98,317
{ Cars			
{ Bushels	9,742,700	102,933,750	120,438,325
Wheat, Winter—			
One A. R. W.	3	10	57
Two A. R. W.	4	16	48
Three A. R. W.	2	4	9
Four R. W.			
Five Winter			1
One White Winter			
Two "			
Three "			2
Four "			
One Mixed Winter			
Two "			
Three "			
Four White Winter			
No Grade			
Rejected			
Smutty White Winter			
Total Winter Wheat	9	30	117
{ Cars			
{ Bushels	11,250	37,500	143,325
Total Wheat	7,803	82,377	98,434
{ Cars			
{ Bushels	9,753,750	102,971,250	120,581,650
Oats—			
Extra No. 1 C.W.			
Number One Canadian Western		6	22
" Two "	131	979	1,763
" Three "	123	1,170	1,191
Extra Number One Feed	207	957	2,952
Number One Feed	329	1,438	2,636
" Two "	286	1,701	2,753
Rejected	54	326	1,033
No Grade	311	1,008	1,813
Condemned		4	10
Mixed Grain	40	231	298
Mixed Grain No. 2			
Total Oats	1,481	7,820	15,461
{ Cars			
{ Bushels	3,110,100	16,422,000	30,148,950

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of January, 1919.	Five Months January, 1919.	Five Months January, 1918.
	No.	No.	No.
Barley—			
Number Three Extra C.W.....	2	19	
" Three C.W.....	235	2,097	1,305
" Four C.W.....	199	1,261	1,883
Rejected.....	69	506	461
No Grade.....	189	779	598
Condemned.....	1	1	590
Smutty.....			
Feed.....	65	364	
Total Barley..... { Cars.....	757	5,010	4,856
{ Bushels.....	1,021,950	6,763,500	6,312,800
Flaxseed—			
Number One N. W. Canada.....	189	1,187	2,269
" 2 C. W.....	51	296	341
" 3 C. W.....	34	122	48
Rejected.....	3	11	12
No Grade.....	9	33	95
Condemned.....	1	2	
Total Flaxseed..... { Cars.....	287	1,651	2,765
{ Bushels.....	287,000	1,651,000	3,041,500
Rye..... { Cars.....	63	779	
{ Bushels.....	69,300	856,900	340,000
Screenings..... { Cars.....	59	359	
{ Bushels.....	59,000	359,000	486,000
Corn..... { Cars.....	4	4	
{ Bushels.....	4,000	4,000	
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars.....	7,803	82,377	98,434
{ Bush.....	9,753,750	102,971,250	120,581,650
Oats..... { Cars.....	1,481	7,820	15,461
{ Bush.....	3,110,100	16,422,000	30,148,950
Barley..... { Cars.....	757	5,010	4,856
{ Bush.....	1,021,950	6,763,500	6,312,800
Flaxseed... { Cars.....	287	1,651	2,765
{ Bush.....	287,000	1,651,000	3,041,500
Rye..... { Cars.....	63	779	340
{ Bush.....	69,300	856,900	340,000
Screenings... { Cars.....	59	359	486
{ Bush.....	59,000	359,000	486,000
Corn..... { Cars.....	4	4	
{ Bush.....	4,000	4,000	
Total grain..... { Cars.....	10,454	98,000	122,342
{ Bush.....	14,305,100	129,027,650	160,910,900
Canadian Pacific Railway, Winnipeg and other points.....	3,171	51,662	69,497
Canadian Northern Railway.....	6,179	33,513	34,062
Great Northern Railway, Duluth.....	32	709	607
Grand Trunk Pacific.....	1,072	12,116	18,176
Total.....	10,454	98,000	122,342

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the five months ended January 31, 1919.

	Receipts.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,600
October.....	22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....	24,310,613	1,028,548	748,913	410,288	182,208	26,680,630	2,576,044
December.....	20,280,990	1,550,028	1,027,251	472,580	196,696	23,527,545	2,991,440
January, 1919.....	8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
Total.....	79,980,908	4,434,653	4,165,441	1,349,552	638,904	90,569,458	9,892,144

	Shipments.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	{ Lake 1,583,608	.....	.....	15,353	.....	1,598,961	-
	{ Rail. 562,535	377,450	162,115	32,505	3,499	1,138,104	1,466,940
October.....	{ Lake 12,420,727	.....	176,464	82,347	.....	12,679,538	-
	{ Rail. 394,922	322,169	177,649	18,923	24,054	937,708	985,655
November.....	{ Lake 30,171,908	.....	129,484	147,926	.....	30,449,318	-
	{ Rail. 1,496,891	1,070,895	246,709	21,518	57,880	2,893,893	1,200,120
December.....	{ Lake 6,393,269	.....	67,076	286,633	106,475	6,853,453	-
	{ Rail. 2,097,028	1,172,678	60,563	152,855	1,034	3,484,158	591,680
January, 1919.....	{ Lake 620,326	546,493	47,425	170,884	5,511	1,390,639	914,870
	{ Rail. 50,569,512	.....	373,024	532,259	106,475	51,581,270	-
Total.....	{ Rail. 5,171,702	3,489,676	694,461	396,685	91,978	9,844,502	5,159,265

RECAPITULATION—COMPARATIVE FIGURES FOR FIVE MONTHS ENDING JANUARY 31, 1919.

	Total Number of Cars.
1901-2.....	34,415
1902-3.....	33,328
1903-4.....	25,675
1904-5.....	27,770
1905-6.....	43,646
1906-7.....	37,306
1907-8.....	41,567
1908-9.....	63,190
1909-10.....	75,258
1910-11.....	61,014
1911-12.....	93,808
1912-13.....	116,943
1913-14.....	145,973
1914-15.....	81,369
1915-16.....	196,398
1916-17.....	126,674
1917-18.....	122,342
1918-19.....	95,000

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

338. **Agency.**—Executive mechanical engineer lately holding high position in munitions with the Imperial Government is making a trip to England, and is willing to undertake representation for any responsible Canadian firm with a view to obtaining business with British manufacturers.

339. **Agency.**—A St. John's, Newfoundland, agent desires to represent Canadian exporters of soaps, washing and baking powders, chewing gum, jellies, cocoa, coffee, spices, eggs, hay and oats.

340. **Maple syrup.**—An Irish correspondent is desirous of securing an agency for the sale of Canadian maple syrup.

341. **Food products.**—A correspondent at Liege wishes to secure the representation for Belgium of a Canadian exporter of food products.

342. **Crude asbestos.**—A Lancashire correspondent asks for names of Canadian shippers of crude asbestos.

343. **Binder twine.**—A Scottish firm desires to get into touch with Canadian manufacturers of binder twine.

344. **Canned goods.**—A London firm, with a branch at Bordeaux, wishes to get into touch with Canadian exporters of all kinds of canned goods.

345. **Casks.**—A London firm desires the addresses of Canadian firms who can supply casks, made up, and in shoeks, suitable for carrying palm oil.

346. **Glucose, syrup, etc.**—A London firm asks for the addresses of Canadian manufacturers of glucose, syrup, etc., in a position to fill export orders.

347. **Oakum.**—A Scottish firm desires the addresses of reliable wholesale manufacturers or spinners of oakum (for caulking) in Canada.

348. **Picture frame mouldings.**—A London firm of manufacturers' agents would be glad to undertake the agency for the United Kingdom of a Canadian manufacturer of picture frame mouldings, for the sale of which a good connection is claimed.

349. **Fir staves and case shoeks.**—A firm of chemical manufacturers in the south of England would be glad to receive offers from Canadian manufacturers of the following cooperage specification: Fir staves, 30-inch, 32-inch, 36-inch length, 2½-inch to 5-inch wide, ½-inch to ⅝-inch thick. Case shoeks, 27-inch by 15-inch by 15-inch, ⅝-inch thick; 25-inch by 24-inch by 22-inch, ¾-inch thick. (Both outside measurements.)

350. **Pine.**—A Manchester firm can purchase large consignments of engineers' pine. Particulars, prices and quantities obtainable solicited.

351. **Pulp.**—An influential firm in Manchester wishes to hear from a mill in a position to export large quantities of pulp.

352. **Machinery and tools.**—A Manchester firm is in a position to represent manufacturers of heavy machinery, plumbers' supplies and engineers' tools.

353. **Lard.**—A provision house in Swansea wishes to be put in touch with a Canadian firm able to export lard.

354. **Toys.**—A Bristol concern desires to obtain the agency for a good Canadian firm of toy manufacturers.

355. **Hay.**—A Bristol firm of brokers wishes to be put in touch with a Canadian concern in a position to do a steady export business in hay.

356. **Canned goods.**—A concern in Bristol would like to receive samples and all particulars from firms in Canada wishing to do an export trade in canned salmon, canned fruits, canned tomatoes and canned meats.

357. **Cheese.**—A Bristol firm wishes to obtain the agency for a good Canadian brand of cheese.

358. **Butter.**—A firm in Bristol would like to hear from a concern in Canada manufacturing butter for export.

359. **Bacon, hams and bellies.**—A brokerage firm in Bristol desires to enter into communication with a house in Canada able to export bacon, hams and bellies.

360. **Lard and lard substitutes.**—A Bristol concern wishes to represent a Canadian firm manufacturing lard and lard substitutes.

361. **Doors.**—A Cardiff concern wishes to enter into communication with a firm in Canada with a view to importing ready-made doors from the Dominion.

362. **Tomato catsup.**—A firm in Cardiff desires to hear from a Canadian house wishing to work up a good export business in tomato catsup.

363. **Dried peas.**—A Cardiff firm is desirous of being put in touch with a Canadian concern which is able to export dried peas.

364. **Canned vegetables and fruits.**—Representation of a Canadian brand of canned vegetables and canned fruits is desired by a firm in Cardiff.

365. **Canned milk.**—A concern in Cardiff wishes to obtain the agency for a firm in Canada producing canned milk.

366. **Salmon.**—A Canadian firm with canned salmon for export in the future is asked to communicate with a firm in Cardiff.

367. **Wood soles.**—A firm in Plymouth, England, is in urgent need of wood soles for clogs and wishes to obtain same from Canada.

368. **Clogs.**—A concern in Plymouth, England, is desirous of hearing from any Canadian manufacturer of ready-made clogs.

369. **Half-leather soles.**—A firm in Plymouth, England, wishes to import half-leather soles from Canada.

370. **Boot laces.**—A concern in Plymouth, England, desires to receive samples, etc., of boot laces, or any other goods used in the boot and shoe trade.

371. **Clog irons.**—A firm in Plymouth, England, wishes to get clog irons from Canada.

372. **Boots and shoes.**—Strong boots and shoes for hard country wear are required by a firm in Plymouth, England.

373. **Lard.**—A firm in Newport, England, wishes to import lard from Canada.

374. **Canned fruits and vegetables.**—A Newport, England, concern desires to be put in direct touch with a Canadian producer of canned fruit and vegetables.

375. **Rolled oats and oatmeal.**—A firm in Newport, England, wishes to enter into communication with a Canadian manufacturer of rolled oats and oatmeal.

376. **Dried green peas.**—A firm of brokers in Newport, England, desires to obtain the agency for a Canadian concern in a position to do a business in dried green peas.

377. **Canned tomatoes.**—A Canadian concern with canned tomatoes for export is asked to communicate with a firm in Newport, England.

378. **Macaroni and vermicelli.**—A brokerage firm in Newport asks for samples and particulars from a Canadian producer of macaroni and vermicelli.

379. **Canned fruits.**—A firm in Newport, England, is desirous of hearing from a Canadian canner of fruits.

380. **Dried fruits.**—Canadian firms producing dried fruits for export are asked to communicate with a firm in Newport, England.
381. **Tomato catsup.**—A firm in Newport, England, wishes to obtain the better grades of tomato catsup from Canada.
382. **Condensed milk.**—A Bristol firm of brokers desires to enter into communication with a Canadian firm in a position to do an export trade in condensed milk.
383. **Evaporated apples.**—A concern in Bristol wishes to obtain evaporated apples from Canada.
384. **Agency for timber.**—A Cardiff firm wishes to be put in touch with a Canadian timber concern who would be willing to send oak wagon scantling, fir wagon bottoms and fir sleepers through their agency and invoice the timber themselves. The Cardiff agents will introduce buyers at market values, less $2\frac{1}{2}$ per cent commission off delivered values at works in Cardiff. If prices were right they state they could also sell other kinds of timber. This firm deals largely in native timber, but cannot get supplies on account of war conditions.
385. **Honey.**—A concern in Bristol is desirous of obtaining honey from a Canadian firm able to do an export business.
386. **Maple sugar and syrup.**—A Bristol firm desires to import maple sugar and maple syrup from Canada.
387. **Fruit.**—A firm in Bristol wishes to obtain the agency for a reliable Canadian concern in a position to do a regular export trade in evaporated peaches and apples as well as Lombard plums.
388. **Pulp boards.**—A Bristol firm wishes to be put in touch with a house in Canada manufacturing pulp boards for interior work.
389. **Grocery, oil and drysaltery goods.**—A Bristol firm of produce brokers and commission agents desires to be put in communication with Canadian firms in the general grocery, oil and drysaltery lines who might wish for a representative to introduce their goods to Bristol importers. References will be furnished.
390. **Leather bath boot manufacturers** desire to enter into communication with Canadian firms producing stout brown hides suitable for heavy boots and bark-tanned sole leather with a view to making connections for the obtaining of future supplies.
391. **Corset steels.**—A firm in Bristol wishes to hear from a Canadian house able to supply 4, 5, 6, 8 and 14 mm., single and duplex, black and rustless corset steels and wires. Coil steels, similar to the Spirella, in 4, 6 and 9 mm. sizes are also wanted.
392. **Corset busks or clasps.**—A Bristol concern is desirous of obtaining straight and wedge-shaped rustless five-stud busks or clasps from Canada.
393. **Suspender fittings.**—A firm of corset manufacturers in Bristol wishes to import all sorts of suspender fittings.
394. **Corset laces and binding.**—A Bristol firm desires to obtain tagged corset laces of from $2\frac{1}{2}$ to 5 yards in length and $9\frac{1}{8}$ -inch corset binding in white and French grey.
395. **Pin wire.**—A Brimscombe firm is desirous of receiving quotations on 100 tons of mild steel pin wire, comprising .22, .026, .028, .030, .032, .034 and .036 sizes. Delivery is preferred in 10- or 20-ton lots.
396. **Hairpin wire.**—A concern in Gloucestershire is open to place an order with a Canadian firm for 100 tons of .052, .040, and .030 hairpin wire. Delivery in 10- or 20-ton lots preferred.
397. **Potatoes.**—A firm in Bristol wishes to receive quotations on potatoes from Canada.
398. **Apple rings.**—A Bristol firm desires to import apple rings from some Canadian house in a position to do an export trade.
399. **Canned fruits.**—A concern in Bristol wishes to hear from a Canadian fruit canner with a view to making fruit connections.

400. **Dried fruit.**—A Bristol house is desirous of entering into communication with a firm in Canada able to do a regular export business in dried fruits.

401. **Canned tomatoes** are required by a firm in Bristol who would like to obtain supplies from Canada.

402. **Manure and hay forks.**—A Bristol firm wishes to buy manure and hay forks from a manufacturer in Canada.

403. **Handles.**—A concern in Bristol desires to hear from a Canadian firm able to export hay and manure fork handles.

404. **Hairpin wire.**—A manufacturer of hairpins, hooks, eyes, etc., in Gloucestershire wishes to be put in touch with a Canadian concern in a position to quote on 100 tons of bright hairpin wire. The gauges they use are all sizes from 1^a to 26 Imperial wire gauge. Terms are usually cash on arrival at Stroud station, 2½ per cent, but other terms can be arranged if desired. The wire is generally supplied in 8-inch coils, each coil wrapped in waterproof paper, and packed in 5-cwt. barrels.

405. **Arsenic.**—A Plymouth, England, firm wants to import arsenic 99½ per cent pure, and to contain no impurities, especially sulphur, as it turns black when used in manufacture. Arsenic is generally imported in casks of 3¼ to 4 cwt. (112 pounds to cwt.).

406. **Wood-pulp.**—A Plymouth, England, firm desires the agency for a good concern able to export wood-pulp suitable for news and writing paper.

407. **Phosphate rock.**—A Plymouth, England, firm would be glad to hear from a Canadian exporter of phosphate rock.

408. **Apetite rock.**—Will a Canadian firm in a position to export appetite rock communicate with concern in Plymouth, England.

409. **Bones and general residue.**—Canadian meat packers having bones and general residue for disposal are requested to communicate with a Plymouth, England, firm.

410. **Iron ore.**—A firm in Plymouth, England, desires to import iron ore.

411. **Ochre.**—Ochre is wanted by a firm in Plymouth, England.

412. **Minerals.**—A Plymouth, England, concern is prepared to import minerals of all kinds.

413. **Pastry boards.**—A Plymouth, England, firm desires to purchase pastry boards. They must be clean, well jointed, tongued, and will not shrink. The following are the sizes required: 18-inch by 12-inch, 20-inch by 14-inch, 22-inch by 15-inch, 24-inch by 18-inch, 27-inch by 19-inch, 30-inch by 18-inch.

414. **Washboards.**—Canadian manufacturers of washboards are requested to communicate with a firm in Plymouth, England. Washboards should be 12 inches wide and 24 inches long, have dovetailed sides, and be made of hardwood with cross-bar at back, with corrugated, perforated and arched zinc fronts.

415. **Carpet sweepers.**—A firm in Plymouth, England, desires to get in touch with a Canadian exporter of carpet sweepers.

416. **Clothespegs.**—A concern in Plymouth, England, is prepared to purchase spring-clip clothespegs.

417. **Broom stocks and handles.**—A firm in Plymouth, England, would be glad to get into communication with a Canadian exporter of broom handles of spruce or alder in the following sizes: 50-inch by 1-inch, 50-inch by 1½-inch, 50-inch by 1¾-inch, 50-inch by 1½-inch; also of broom stocks of alder, 11 to 14 inches long by 2¾ inches to 4 inches wide, with a hole in the top.

418. **Flooring.**—A firm in Gloucester would import Canadian maple flooring, 1-inch and 1½-inch.

419. **Flour.**—Leading commission firm of Barbados desires to represent in the West Indies a Canadian flour milling company that is in a position to export freely. This is one of the oldest and richest firms in Barbados.

420. **Boots and shoes.**—A firm of manufacturers' agents, Barbados, desires to represent in the West Indies a Canadian manufacturer of boots and shoes.

421. **Cotton goods and hosiery.**—A firm of manufacturers' agents, Barbados, is open for a line of cotton goods, hosiery, collars, gloves, etc.

422. **Butter and cheese.**—A firm of manufacturers' agents in Barbados familiar with the grocery trade is anxious to represent a firm supplying dairy products, butter and cheese.

423. **Rings and jewellery.**—Jewellery firm, Barbados, would like to receive catalogues, price lists and correspondence from Canadian jewellery firms with a view to business.

424. **Clocks.**—Firm of jewellers, Barbados, desires correspondence with Canadian manufacturers of clocks.

425. **Agencies.**—Firm of manufacturers' agents, Barbados, desires correspondence with Canadian firms with a view to representing them in the West Indies.

426. **Agencies.**—A commission agent of Kingston, Jamaica, desires to represent Canadian manufacturers of flour and producers of preserved fish, fruits and meats, and foodstuffs generally.

427. **Flour.**—A firm of importers in Jamaica wishes to buy supplies of Canadian flour.

428. **Paper and raw furs.**—French firm in touch with manufacturers and traders in Lyons and eastern part of France would like to act as agent for Canadian exporters of paper and raw furs.

429. **Raw materials and industrial articles.**—An agent in Lille is open to accept agencies for the sale in France and Belgium of industrial articles and raw materials.

430. **Canadian goods.**—Commission merchants and importers in Paris are interested in all Canadian products and would like to receive offers from Canadian exporters.

431. **Writing and sewing machines, agricultural implements.**—A correspondent in France would like to secure agencies for the sale of agricultural implements, sewing machines and writing machines.

432. **Tools and agricultural implements.**—An agent in Paris asks for names of Canadian manufacturers wishing to appoint a representative for the sale in France of tools, agricultural implements, etc.

433. **Milk.**—French importers are desirous of receiving offers and samples from Canadian manufacturers of desiccated milk in powder.

434. **Timber and lumber.**—Several French importers of timber and lumber in different parts of France ask for addresses of Canadian exporters.

435. **Raw feathers, etc.**—A Parisian firm, specially interested in the importation of raw feathers, mother of pearl, and other material for incrustation, would like to represent Canadian exporters of any raw material for industrial purposes. Ready to act also as buying agent in France for Canadian importers.

436. **Agency.**—A correspondent in Paris in touch with French and English manufacturers is ready to act as a buying or selling agent on a commission basis for Canadian importers and exporters of wood, iron, metals, paper and chemicals.

437. **West African tropical products.**—A former French colonial officer having a thorough knowledge of the production and local trade in the French African colonies would like to secure agency for a Canadian firm for export and import trade in Bordeaux, France.

438. **Food products, honey, and apples.**—A correspondent in Paris would like to secure agencies for the sale of Canadian food products, honey, apples, etc.

439. **Meat and greases, hides, and leather, and wool.**—A French agent in Bordeaux asks for names of Canadian exporters of those products seeking business in France.

440. **Bleached apples.**—A French importer of fruits in Havre would like to receive offers from Canadian exporters for chopped prime bleached apples used in the manufacturing of drinks.

441. **Canned goods.**—A correspondent in France would like to get in touch with Canadian exporters of canned goods and food products wishing to appoint an agent in that country.

442. **Pulp, etc.**—A manufacturers' agent claiming good connection with manufacturers in the eastern part of France (Lyons, Grenoble, etc.) would like to get into touch with Canadian exporters of pulp and any other manufactured articles.

443. **Sausage casings, bladders, etc.**—A London firm handling sausage casings, bladders, etc., will be glad to receive offers from Canadian producers in a position to export regularly.

444. Agent wishes to be the representative for Paris and France of Canadian manufacturers of pencils, pens, ink, penholders, erasers, compasses, etc.

445. **Foodstuffs.**—A Parisian agent desires to represent Canadian manufacturers of foodstuffs. Would have warehouses in Paris for the purpose of distributing.

446. **Paper.**—Experienced printer now wishing to go into the paper business, having a good clientele in Normandy, desires to represent Canadian manufacturers of printing paper, bookbinding paper, wrapping paper, carbon paper, etc.

447. A Belgian firm established for twenty years wishes to secure supplies of Canadian iron bars, rods, sheet-iron and other metallurgic products. They would like to receive direct proposals as to quantities available to be delivered c.i.f. Antwerp. Quotations of prices, terms of payment, and time of delivery requested.

448. **Canadian agencies.**—A Rotterdam firm of commission merchants is prepared to take up agencies for Holland of Canadian exporters of flour, oils, fats, linseed cakes, fresh, dried and evaporated apples, and other dried fruits.

449. **Douglas fir.**—A Dutch firm desires to be placed in communication with Canadian exporters of Douglas fir.

450. **Agency.**—A commission agent of Basel, Switzerland, desires to represent Canadian exporters of cereals, minerals, manufactured and patented articles.

451. **Soda ash.**—One of the largest and most important foreign firms in Yokohama is anxious to obtain large supplies of soda ash, and requests that prices and full information with regard to delivery, etc., be sent immediately.

452. **Caustic soda.**—A large British house in Japan requests manufacturers of caustic soda to send full particulars at once. This firm can take large supplies.

453. **Motor chassis.**—A Japanese importer is anxious to receive catalogues and price lists of motor-car chassis for importation into Japan.

454. **Motor-car sundries.**—A firm of importers in Tokyo would like to correspond with manufacturers of motor-car headlights, tools, horns, clocks, and watches, speedometers, etc.

470. **Shovels and barbed wire.**—A firm of merchants in St. John's, Newfoundland, wishes to get into immediate communication with Canadian manufacturers of long-handled square and pointed shovels and manufacturers of barbed wire.

AN APPROXIMATE ESTIMATE OF THE AGRICULTURAL IMPLEMENTS AND SPARE PARTS REQUIRED IN THE SIBERIAN PROVINCE OF AMUR.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, December 18.—Following is a list of agricultural machines, implements and spare parts likely to be required in the Amur Province of Siberia during the year 1919, prepared by the Amur Province Union of Credit Co-operatives:—

AGRICULTURAL MACHINERY AND IMPLEMENTS.

Ploughs "Kosul," "Kingman," 12"	50
" " " 14"	150
" " " 16"	100
" " "Deere," 12"	50
" " " 14"	150
" " " 16"	100

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

The Canadian Pacific Railway announces the following proposed sailings from West St. John, St. John, and Halifax, subject to change without notice:—

WEST ST. JOHN TO LIVERPOOL.

Metagama, C.P.O.S. Lines, about February 22; *Empress of Britain*, C.P.O.S. Lines, about March 1; *Scotian*, C.P.O.S. Lines, about March 6; *Melita*, C.P.O.S. Lines, about March 7; *Grampian*, C.P.O.S. Lines, about March 15; *Minnedosa*, C.P.O.S. Lines, about March 22; *Corsican*, C.P.O.S. Lines, about March 26.

WEST ST. JOHN TO LONDON.

Tydeus, C.P.O.S. Lines, about February 24; *Mottisfont*, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Lines, about March 20.

WEST ST. JOHN TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about February 20; *Holbrook*, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO MANCHESTER.

Manchester Division, Manchester Line, about March 8; *Manchester Brigade*, Manchester Line, about March 13.

WEST ST. JOHN TO BELFAST.

Fanad Head, Head Line, about March 5; *Lord Antrim*, Head Line, about March 25.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about March 20.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Alston, Head Line, about March 11.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*.
Melville, Elder-Dempster Co., about March 5.

WEST ST. JOHN TO AUSTRALASIAN PORTS.

To Auckland, *Wellington*, *Lyttleton*, *Dunedin*, *Melbourne*, and *Sydney*.
Cufic, New Zealand Shipping Co., about February 18.

ST. JOHN TO BERMUDA, ST. KITTS, DOMINICA, ST. LUCIA, BARBADOS, TRINIDAD, DEMERARA, ETC.

**Ohignecto*, Royal mail Steam Packet Co., February 21; *Chaudiere*, Royal Mail Steam Packet Co., February 23.

HALIFAX TO SANTIAGO (CUBA), AND JAMAICA.

Key Vire, Pickford & Black, about February 20; *Amanda*, Pickford & Black, about February 24.

* Sails from Halifax.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostock. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with territories, etc. (Out of print.)
Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Bund, Shanghai, looking south. (See p. 373.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, March 3, 1919.

No. 788

BRITISH LIST OF RESTRICTED IMPORTS.

Ottawa, March 1, 1919.

The Canadian Trade Commission has compiled from the latest information obtainable three lists of articles which are prohibited from importation into the United Kingdom except under license. Considerable difficulty has hitherto been experienced by exporters in finding a properly classified guide, as the British authorities had never consolidated the numerous proclamations which from time to time were issued for the regulation of their imports. A list, complete up to January 24, 1918, was published, but since then many changes have been made as circumstances required. Additions and deletions were made and in some cases articles taken off the list were restored. In the compilation given below, list A includes articles, alphabetically arranged, that may only be imported into the United Kingdom under license; list B gives those commodities for which a general import license will be continued until July 1; and list C those articles for which a general license for an indefinite period has been issued.

Royal proclamations altering these restrictions may be made at any time, but any changes of this nature will be announced in due course by the Canadian Trade Commission. Articles not included in the lists may be regarded as not subject to import restriction.

Further information on specific points will be furnished to intending exporters by the Canadian Trade Commission, Ottawa, while it should be noted that consignees in the United Kingdom should make application for the requisite import licenses where necessary to the Controller, Department of Import Restrictions, 22 Carlisle Place, London, S.W.1.

"A."

Abrasive wheels.
Aerated, mineral and table waters.
Aluminium, manufactures of.
Aluminium powder.
Animals, wild.
Antimony ore; antimony, crude and regulus; and antimony sulphide.
Antimony ware.
Apparel, not waterproofed.
Art, works of.
Automatic machines for the retail sale of any article.
Bacon.
Baskets and basketware other than bamboo.
Baskets and basketware of bamboo.
Baths of metal.
Beer.
Binder or reaper twine.
Birds, live, other than poultry and game.
Bladders, casings and sausage skins.
Bonds, debentures, stock or share certificates, scrip and other documents of title relating to any stocks, shares or other securities; with the exception of matured bonds redeemable in the United Kingdom and coupons falling due for payment in the United Kingdom.
Bone, horn, ivory and celluloid, manufactures of.
Boots and shoes of leather, and materials used for the manufacture thereof.
Boots, shoes and slippers of all materials, not already prohibited.
Brandy.
Brass rod and brass wire.
Bristlings, herrings, sprats, mousses, tinned, in oil, or tomato or other dressing.

Brooms and brushes.
Bulbs, flower roots, plants, trees and shrubs.
Butter.
Canes of all descriptions, unmanufactured or manufactured, not otherwise prohibited.
Carbons for arc lamps.
Carbons for searchlights.
Carpets and rugs of all descriptions not otherwise prohibited.
Carpet sweepers.
Cartridges of all kinds and parts thereof.
Cassia lignea.
Cash registers.
Cement.
Cheese.
Chinaware, earthenware and pottery.
Clocks and parts thereof.
Cloisonne wares.
Cocoa, preparations of.
Cocoa, raw.
Coffee.
Cotton hosiery, cotton lace and articles thereof.
Cotton yarn, cotton piece-goods and cotton manufactures of all kinds except hosiery and lace.
Crabs, prawns, shrimps and oysters, canned.
Curios.
Cutlery.
Cycles other than motor cycles.
Coins, foreign, other than gold or silver.
Cocaine and opium.
Diatomite or infusorial earth.
Diamonds, unset.
Electrical motors up to one-half horsepower.
Electrical motors over one-half horsepower.
Electric dry cells and carbons therefor.
Electric hand-lamps and torches.
Electric meters.
Electrotypes.
Embroidery and needlework.
Fancy goods, known as Paris goods.
Fatty acids.
Feathers, ornamental and down.
Fibre flaxseed for sowing.
Fire extinguishers.
Flowers, artificial.
Flowers, fresh.
Fruit (canned, bottled, dried and preserved, except currants).
Fruit, raw of all descriptions (except lemons and bitter oranges) and almonds and nuts used as fruit.
Fuses, fuse components and parts.
Furniture, manufactured joinery and other wood manufactures.
Glass, window and sheet, plate and tableware.
Glass, other manufactures.
Gloves.
Gold, manufactured or unmanufactured including gold coin and articles consisting partly of or containing gold (except gold consigned for delivery at, and sale to the Bank of England).
Gum, copal.
Gum, kauri.
Guns, carbines and rifles of all kinds.
Hams.
Hardware and hollow-ware.
Hats and bonnets.
Hides, wet and dry.
Hops.
Horns and hoofs.
Ice.
Incandescent gas mantles.
Ivory, vegetable.
Jewellery of all descriptions.
Jute, raw.
Kerosene (including white spirit), gas oil, fuel oil, and distillates from which any of the preceding can be produced.
Lacquered wares.
Lard (other than neutral lard).
Lawn-mowers.
Leather, dressed and undressed.
Leather, manufactures of, other than belting, boots and shoes and gloves.
Linen yarns and manufactures of.
Lobsters, canned.
Machinery, agricultural and dairy.

Machine tools and machinery driven by power and suitable for use in cutting, stamping or working metal, including:—

- Lathes.
- Milling machines.
- Drilling machines.
- Planers.
- Shapers.
- Screw machines.
- Chucking machines.
- Boring machines.
- Grinding machines.
- Slotting machines.
- Boring and turning mills.
- Power presses.
- Punching and shearing machines.
- Forging machines.
- Cutting-off machines.
- Gear-cutting machines.
- Centering machines.

Machinery, driven by power and suitable for use in cutting, working or operating on wood, including: sawing machines of all descriptions, general joiners, mortise, tenon and boring machines, lathes and rounding machines, box and cask-making machines and all machines accessory thereto; scraping and sandpapering machines, wheelwright machinery, firewood making and bundling machinery, wood, wool fibre and pulp machinery, saw sharpening and setting machines, saw stretchers and brazing apparatus, all machines for grinding, planing or moulding irons.

Magnetos.

Matches.

Mats and matting.

Measuring tapes and rules of all descriptions including verniers.

Methyl alcohol.

Micrometers.

Molasses and invert sugar and all other sugars and extracts from sugar which cannot be completely tested by the polariscope, and on which customs duty is not otherwise charged.

Mops.

Moss litter.

Motor cars, chassis, motor cycles and parts and accessories of motor cars and motor cycles (other than tires).

Motor spirit (including aviation spirit.)

Mouth organs.

Musical instruments (including gramophones and pianolas and other similar instruments) and accessories and component parts and records therefor.

Oilcloth.

Oleo stearine and tallow.

Olive oil.

Onions.

Painters colours and pigments.

Paper, materials for the manufacture of, including wood-pulp, esparto grass and linen and cotton rags.

Paper and cardboard (including strawboard, pasteboard, millboard, and wood-pulp board) and manufactures of paper and cardboard (except engravings, etchings, photographs, pictures, picture postcards, silk embroidered postcards—licenses for which must be obtained from the Controller, Board of Trade, Department of Import Restrictions, 22 Carlisle Place, London, S.W.1), books, printed and other printed matter including printed posters, and daily, weekly and other periodical publications, imported otherwise than in single copies through the post.

Pens, penholders, pencils and all other stationery of which the importation is not already prohibited.

Perfumery and toilet preparations.

Photographic apparatus.

Pictures, prints, engravings, photographs and maps.

Pimento.

Plaiting of all descriptions.

Plated and gilt wares.

Quails, live.

Rattan and Malacca canes.

Red prussiate of potash.

Revolvers and pistols.

Rubber, manufactures of

Rum.

Salmon, canned.

Salt.

Sewing machines.

Silk and artificial silk, manufactures of, not including yarns.

Silver, manufactures of, other than silver watches and silver watchcases.

Skins and furs, manufactures of.

Slide rules for engineers and draughtsmen.

Soap.

Soya beans.

Spectacles and eyeglasses complete.
 Spirits and strong waters except brandy and rum.
 Stereoscopes.
 Stones and slates.
 Stoves and ranges.
 Straw envelopes for bottles.
 Straw plaiting.
 Sugar, articles and preparations containing, used for food (except condensed milk).
 Sugar cane.
 Sugar.
 Tanning extracts, the following, viz. :—
 Chestnut.
 Hemlock, mangrove, oak and quebracho.
 Tea.
 Time-recording instruments of all kinds, and movements and parts thereof.
 Tobacco, unmanufactured and manufactured (including cigars and cigarettes).
 Tomatoes.
 Toys, games and playing cards.
 Treadle lathes of 3-in. centres and over.
 Typewriters.
 Vacuum cleaners.
 Vegetables, canned, bottled, dried and preserved and pickles.
 Vegetables in brine.
 Verniers.
 Watches and parts thereof.
 Weighing machines, scales and balances of all descriptions not otherwise prohibited.
 Wine.
 Wood flour.
 Woods, the following, viz. :—
 Hardwoods, furniture woods and veneers.
 Wood manufactures (except lacquered wares).
 All other woods.
 Woollen and worsted manufactures of all kinds except yarns.
 Wringers and mangles.

“B.”

The following restricted commodities will be admitted into the United Kingdom under general license until July 1, 1919 :—

Aerated mineral and table waters, unsweetened.
 Almonds.
 Apples.
 Art, works of.
 Bananas.
 Bladders.
 Casings and sausage skins.
 Cocoa, raw.
 Coffee.
 Fruit from all sources, canned, bottled, or preserved.
 Goat and sheep skins, tanned.
 Gum, copal.
 Gum, kauri.
 Hides, wet and dry.
 Horns and hoofs.
 Ivory, vegetable.
 Marble.
 Nuts.
 Onions.
 Pimento.
 Rum.
 Sheep and lamb skins dressed.
 Sugar cane.
 Timber (dunnage used as temporary ships' fittings and not entered on bills of lading).
 Tobacco, unmanufactured and manufactured, including cigars and cigarettes.
 Wood flour, cassia and lignea.

“C.”

The following is a list of restricted articles placed under general license indefinitely :—

Gloves of leather.
 Incandescent gas mantles.
 Birds, live.
 Brooms.
 Brushes.
 Flowers, fresh.
 Raw hides of all descriptions and weights.

DOMINION GOVERNMENT ESTABLISHES CREDIT FOR PURCHASES IN CANADA FOR SIBERIA.

Siberian Supply Company, Limited, to act as Agents.

The following Order in Council (P.C. 344), of date February 20, has been passed:—

The Committee of the Privy Council have had before them a report, dated 13th February, 1919, from the Acting Minister of Trade and Commerce, referring to a despatch from the Right Honourable the Secretary of State for the Colonies to Your Excellency, under date of the 6th of September, 1918, No. 498, by which it was stated that in connection with the despatch of allied troops to Eastern Siberia, His Majesty's Government had undertaken, in concert with the other Allied Governments concerned, to arrange for a supply of goods to relieve the necessities of the Siberian population, and that the Department of Overseas Trade (Development and Intelligence) had been charged with the task of making the arrangements required to carry out the undertaking.

The minister reports as follows, in reference to the above:—

In a subsequent despatch of October 11, 1918, the Right Honourable Secretary of State for the Colonies announced that His Majesty's Government would welcome the appointment of a representative to Vladivostok to forward Canadian interests.

After giving the matter much consideration, Orders in Council were passed on the 21st and 23rd October, 1918, upon the recommendation of the Minister of Trade and Commerce, authorizing the establishment of a Canadian Economic Commission in Siberia to consist of C. F. Just, Chief Canadian Trade Commissioner in Russia; L. D. Wilgress, Canadian Trade Commissioner at Vladivostok; Col. J. S. Dennis, Liaison Officer of the Canadian Siberian Expedition; and Mr. Ross Owen, Transportation Officer in Russia of the Canadian Pacific Railway Company. The said Order in Council of the 21st October, 1918, authorized further appointments to this commission, since which date Mr. A. D. Braithwaite, late of the Bank of Montreal, has been appointed to the commission. The first four mentioned have already established themselves at Vladivostok, and Mr. Braithwaite leaves at an early date.

Owing to the constantly changing conditions in Siberia, and general difficulties in trading with that part of Russia, by reason principally of the exchange situation, some delay has been caused, but upon the arrival of the Minister of Trade and Commerce in London, he consulted the British authorities, when it was learned that the British Government had constituted a trading company known as the Siberian Supply Company, Limited, to which it will give its financial backing. This company will purchase goods in the United Kingdom, pay transport charges thereon and sell them in Siberia. Strict supervision of prices will be maintained, thus preventing speculation and extravagant charges upon the buyers. The company is to look after all matters of credit and exchange, and the profits in the aggregate will go to the British Government.

The British Government is sending to Siberia, its representative, as controller of the supply company, the Hon. Raymond E. Hubbard, who was instructed to call upon the Acting Minister of Trade and Commerce, to discuss the procedure which might be adopted with a view to co-operating with and assisting the Canadian Government in any scheme having for its object the assisting of Canadian export trade in that part of the world.

The Minister, therefore, recommends, in the best interests of Canada, that the facilities offered by this company be availed of, on the following conditions:—

1st. The Canadian Government shall employ the Siberian Supply Company, Limited, as agents for the distribution and sale of goods supplied under

credits furnished by the Canadian Government, the profits therefrom being returned to the Canadian Government.

2nd. The Canadian Government to nominate Mr. L. D. Wilgress, Canadian Trade Commissioner in Vladivostok, to supervise the operations of the Siberian Supply Company, Limited, in so far as Canadian supplies are involved; and

3rd. The Canadian Government shall charge the Canadian Trade Commission at Ottawa with the purchase of goods in Canada, and their despatch to Siberia to be there disposed of as the Siberian Supply Company, Limited, in conjunction with the Canadian Trade Commissioner in Vladivostok, may decide from time to time.

In this connection, the minister further recommends that an initial credit be established in favour of the Canadian Trade Commission at Ottawa, of one million dollars (\$1,000,000) for the purposes above outlined.

The committee concur in the foregoing recommendation, and submit the same for approval.

GOODS WANTED IN SIBERIA.

The *British Board of Trade Journal*, from information received through the British Commercial Commissioner at Vladivostok, gives the following as among the goods required immediately in Siberia. The list may be read as supplementing the requirements in agricultural implements and spare parts published in the last issue of the *Weekly Bulletin* (page 359):—

Sugar: 30,000 tons.

Textiles: 16,000 tons, apportioned as follows—

Cloth.....	tons.	1,600
Cotton tricot.....	"	3,200
Woollen dress material.....	"	1,600
Print flannelette and cotton dress material.....	"	6,400
Sheeting.....	"	2,400
Cotton headcoverings and handkerchiefs.....	"	800

Footwear: 1,000,000 pairs. These are for use in towns. They are worn more with goloshes than without, and should be fairly light in weight—

Men's.....	40 per cent.
Women's.....	40 "
Children's.....	20 "

6,000,000 pairs of heavy and medium weight leather soles.

These are required for use in the country and villages. Leather for the uppers is available in Siberia and the boots will be made up there.

Machinery to fit up five boot factories (output of each 400 pairs daily).

Outfits of bootmaking tools (for small workshops employing ten to thirty workmen), 2,000.

Bootmaking machines, 500.

WOOD DISTILLATION IN GERMANY.

(*Pulp and Paper Magazine of Canada.*)

Sawdust, chips, and shavings are largely utilized in Germany for the production of alcohol. It is estimated that from half a million to one million tons of such waste material are produced annually in that country. Four distilleries are at present being run on these raw materials, each having fifty-one autoclaves of 1,000 kilogrammes capacity. The cost of production is said to be high when the residue cannot be used as cattle fodder or the waste liquors used for other products. The material is heated in an autoclave with either sulphurous or hydrochloric acid for from twenty to forty minutes at 265° C., at a pressure of 7 atm., then quickly drawn off, neutralized and run into the fermenting vat, beer-yeast, being used. Distillation completes the process.

DISTRIBUTING CENTRES OF CHINA.

CANADIAN TRADE COMMISSIONER J. WALTER ROSS, SHANGHAI.

CHAPTER I.

IMPORTANCE OF CHINA AS A FIELD FOR COMMERCIAL ENTERPRISE.

The importance of China as a field for commercial exploitation and endeavour is yearly becoming more manifest. From the beginning of the present century and up to the opening of the great war, the value of the markets of China has been regarded by all trading nations as possessing promising and even unique possibilities. The four great trading and manufacturing countries of the world—Great Britain, the United States, Japan and Germany—each had recognized this fact, and each in its own way was actively engaged in perfecting plans for the further extension of its influence and trade, in the way of solidifying existing interests and securing others. The coming of the war, with all the concomitant disturbing factors associated with that event, was bound to have the effect of checking trade expansion—for a time at least—in a country so indifferently organized in respect to foreign commerce as is the case with China. But notwithstanding this fact, the adaptability and wonderful elasticity of Chinese commerce quickly asserted itself, and the serious falling away of trade in 1915 was almost entirely readjusted in 1916, and overcome to such an extent in the following year that the volume of foreign trade in 1917 surpassed all previous records, and amounted in value to over one billion dollars gold.

That this is a trade which is well worth going after the Canadian reader must agree, particularly as the demands of China comprise many lines of products and manufacture which are peculiar to Canada. The object of this report is therefore to give a geographical description of China, its chief seaports and markets for foreign goods, routes and means of communication, as well as an analysis of China's foreign trade and chief imports. The agricultural and industrial interests of China will also be considered, and the chief exports of the country will be set forth. In this manner it is hoped that China will be better understood than it is at present, and a more comprehensive knowledge of this market and the commercial conditions prevailing in China will be conveyed, which will be of assistance to Canadian shippers and manufacturers in promoting trade with this country.

GEOGRAPHICAL EXTENT AND POSITION.

It is hardly necessary to mention what is well known to all, that China is one of the largest political divisions of the world, and has the greatest population under one government of all countries. Its most northerly point is about 53 deg. 30 min. north latitude, while its southern extremity, the island of Hainam, is in latitude 18 north. From west to east it extends over more than 60 degrees of longitude (from 74 degrees to 135 degrees), and following upon the British Empire and Russia, China ranks next in area of territory, and has a greater population than either. Roughly speaking, the land area comprises 4,300,000 square miles, and has an estimated population of between 300,000,000 and 400,000,000.

For administrative purposes China proper is divided into eighteen provinces. It is not necessary to give the names of all the provinces collectively, as they are difficult to remember, but several will be referred to individually during the course of this review. In addition to those provinces, which are referred to officially by the Chinese as the eighteen provinces, there is also Manchuria, which comprises three others, known as the three eastern provinces, and Mongolia, Tibet, and Chinese Turkestan. The area of all being:—

	English Square Miles.
China Proper..	1,535,000
Manchuria..	365,000
Mongolia, Tibet and Turkestan..	2,400,000
Total..	4,300,000

The population has been variously estimated by different writers, and a considerable diversity of opinion exists upon the subject. Parker, in *China Past and Present*, gives the figures for China proper as 385,000,000, and for China outside the great wall, Manchuria, 16,000,000; other dependencies—Mongolia, Tibet, etc.—10,000,000, or 411,000,000 in all. These figures are probably somewhat in excess of the actual population.

The position of China on the map is similar to that of the United States, for, occupying much the same area of latitude as the latter, it presents the same diversities of climate, and land products. Thus the extensive timber areas on the Yalu river, in Southern Manchuria are situated in much the same latitude as the forests of Maine, and as the American coast line is followed down to the Mexican gulf, so the China coast is seen to extend through subtropical latitudes ultimately reaching the gulf of Tonking, the southern extremity of China being a few degrees only lower than that of the United States, and consequently somewhat more tropical. The latitude of the two countries being the same, it naturally follows that the products of each should correspond, and such is the case. In the north of China the domestic grains such as wheat, barley, rye, buckwheat and beans are successfully cultivated, and cattle, horses, mules, sheep and pigs are reared. Apples, pears and grapes also thrive when properly cared for. The winters here are extremely cold, the thermometer frequently registering as low as 40° below zero Fahrenheit.

In the central and southern portions of the country, cotton, silk, tea and rice are the chief products. Cattle rearing is not very successful. Further south, rice is the principal crop. Sugar cane is also cultivated, and the tropical fruits such as oranges, limes, persimmons, figs, dates and bananas are important products.

THE BEGINNING OF CHINA'S FOREIGN TRADE.

As it is feared that China is greatly misunderstood by many who have not visited the country, it has been thought well, before proceeding to give a review of trade and other conditions, to set forth a brief preliminary account of the beginning of China's trade relations with foreign countries, for this is of comparatively recent date, and in order to trace gradually the development of China's overseas trade from the middle of the last century up to the present time the events preceding the opening of the first five treaty ports in 1842 must be considered more in the light of adventure than in that of organized commercial pursuits.

It is difficult to state when China first began to trade with other countries. Chinese silks were known to have reached Persia and other Near Eastern countries in the time of the Roman Empire. Chinese junks were seen by an English writer in the Persian gulf and the Red sea in the fifteenth century. Probably the first intercourse that Chinese traders had with foreign countries was by way of the Central Asian caravan route overland. The first Europeans to have intercourse with China by the sea route were the Portuguese, about 1516 or 1517. The Spaniards, who had been in the Philippines in 1543, sent a mission to Peking in 1580, but it returned to Manila from Canton without visiting Peking. The Dutch were the next to visit China, in 1604 and again in 1622, and were settled in Formosa for a time. Queen Elizabeth of England wrote a letter to the Emperor of China in 1596 which was not delivered. The first English mission arrived in China in June, 1637. The Russians reached China by land in 1667. The French did not enter the country until 1688, and the Americans first came in 1784. It is not necessary to state here the many difficulties which attended the coming of those first visitors to China, the obstructions placed in their way by the Government and officials, the refusal of the Emperor to give audience to the ambassadors and heads of missions, or the different wars that resulted therefrom; all such has been fully set forth in many books upon China, and space does not permit of it being inserted here.

TREATIES AND TREATY PORTS.

At the beginning of China's overseas trade with European countries the only port open to commerce was Canton. The mission of Captain Weddel in 1637 brought on troubles which resulted in the capture of the Bogue forts, and the Chinese officials sued for peace. After this event there was no further trade between England and China for nearly fifty years. On the resumption of attempts to open up trade relations with the country, the many exactions of the Canton officials caused foreign merchants to try to evade the imposts by seeking an entrance to other southern ports—Amoy, Foochow, Ningpo, etc., but in these attempts they were even less successful than at Canton, consequently they returned to the latter port. By an Imperial decree of 1757 all other ports of China were closed to foreign trade, and from that year until 1842, a period of over eighty years, Canton was the only gateway in China to foreign commerce and intercourse. The treaty of Nanking was signed on August 29, 1842. By this treaty five Chinese ports were opened to foreign trade, and British subjects and their families were permitted to reside therein and to carry on mercantile pursuits without molestation or restraint. By the same treaty the privilege of appointing consular officers to reside in each port was also accorded. Those first five treaty ports were Canton, Amoy, Foochow, Ningpo, and Shanghai. In 1858 other ports were opened to foreign trade, including two on the island of Formosa which was at that time a Chinese possession. At subsequent periods other ports were declared open by special treaties, among them being Tientsin in the north and Hankow on the Yangtze river. After the Japan-China war (1895), other river towns were declared treaty ports, and since that date other places have been opened, either voluntarily by the Chinese Government or under special agreement with the Powers, until at the date of writing there are forty-seven open ports in which foreign merchants are permitted to reside and to carry on business, and where customs houses have been established.

From the foregoing it will be observed that as yet the whole of China is not open to foreign commerce, and that there are still many large interior cities and provincial capitals in which foreign merchants are not permitted to carry on business in their own names, for beyond those forty-seven open ports no foreign merchants are permitted to reside. They may do business elsewhere it is true: not in their own names, however, but through Chinese firms and agents, and their own names must not appear. That still more stations will regularly be brought under Customs control until the whole of China is finally thrown open to foreign trade, is not unlikely. It is not probable, however, that many foreign merchants will avail themselves of the privilege of residing in many of those far-away interior points, for the tendency is for the foreign trader to concentrate his efforts in the larger centres and those at present are comparatively few; in fact many of the older ports are of less importance to-day than twenty years ago, and contain fewer foreign merchants than at any time in their history. At all the treaty ports certain special privileges have been accorded to foreign imported goods, which once having paid duty at the original port of entry, can pass duty free irrespective of like to another treaty port. This will be referred to later on under the heading of Customs Duties. It will thus be seen that there are many gateways of trade by which foreign goods are able to reach consumers in the interior, yet only a limited number of such ports are concerned in direct overseas commerce; therefore the great majority may be disregarded as having little interest for shippers at home, but the chief ports—Shanghai, Hankow, Tientsin, Dairen, Chefoo and Tsingtao—will be fully reviewed.

EARLY TRADERS.

The methods of business are still those which were established by the first foreign merchants many years ago, and, particularly in the outports, have changed little with the changes of the times. In the early days the new arrivals found it easier to conform

to the customs of the country than to adopt new methods of their own. Thus a system of trading was established which has changed little during the past half-century. From the beginning of China's trade relations with other countries, foreign merchants have not only been dealers in imported goods but they have also been largely engaged in the export trade of Chinese natural products. Such products were in many cases peculiar to China, and much in demand in all foreign markets. It is not so long ago since China controlled the tea markets of Europe and America, and its silk was eagerly sought after. The early traders thus became both importers and exporters. Business houses were not so numerous as they are to-day, competition was less keen, and their operations were extremely profitable. But with the coming of steamships and the extension of the coasting trade, and the opening up of the country even by a few railways, conditions have greatly changed within recent years. Foreign trade has become more centralized in the larger ports, and the direct overseas trade of the smaller ports has almost entirely disappeared. It is now a rare event when a home-bound steamer enters such ports as Ningpo, Foochow or Amoy, ports which in former years were active centres of foreign shipping, and a visitor to these ports will find old hong buildings or their extensive hong houses either falling into ruins or occupied by Chinese. From the local point of view of the ports in question such changes are unfortunate, yet they are the inevitable results of the centralizing tendencies of modern business; and while the methods of the early merchants have not materially changed, yet their efforts are more directly centred in the larger ports, and their branches in the outports are annually becoming of less importance, and in many cases are mostly concerned with the shipping portion of their business.

OLD FIRMS.

Many of the old firms which flourished in the China trade in the early days have passed from the scene of their activities, while some are still in existence. In the interval many partners have retired, but the business goes on as of old.

In addition to their functions as merchants, with the extension of shipping and new steamship lines, these firms became in course of time steamship agents, and also marine and fire insurance agents and brokers; in fact, agencies were taken on for anything likely to be required in the country. Almost any of the large firms are now able to give a price on either piece-goods, typewriters, machine guns, flour, or machinery; and many of them also figure upon, and tender for, government contracts and public works. The old firms were nearly all of either British or American nationality, for the trade of continental countries with China in those days was not great. Up to the eighties of the last century Germany was scarcely heard of in China, and Japan had not yet begun to be a manufacturing country. France and Italy took a considerable quantity of silk from China, but the export trade of either has never been of much account. American sailing ships from the New England coast were extensively engaged in the China trade, and several of the larger firms were of American nationality, but the greater number were British. The chief article of import of those days—as it is to-day—was cotton cloth, and Chinese exports were silk and tea. In fact, these three articles represented practically the whole of China's foreign trade. Some hardware and other miscellaneous lines were imported, but the volume of this trade was insignificant.

TRADE OF EACH PORT.

The relative importance of the foreign commerce of each port will be better understood after a study of the following table, whence it will be seen that out of the

forty-seven open ports only about ten or twelve exhibit any great volume of foreign trade:—

	Imports. Haikwan Taels.*	Exports. Haikwan Taels.	Total. Haikwan Taels
Total trade of China, 1917.. . . .	549,518,774	462,931,630	1,012,450,404
Trade of each port—			
Shanghai.. . . .	210,085,990	197,354,659	407,440,649
Hankow.. . . .	36,755,278	12,767,776	49,523,054
Tientsin.. . . .	53,511,587	17,375,935	70,887,522
Tsingtao.. . . .	17,824,772	16,899,201	34,723,973
Chefoo.. . . .	8,955,077	3,767,279	12,722,356
Canton.. . . .	27,874,400	49,994,066	77,868,466
Swatow.. . . .	13,598,363	9,721,360	23,319,723
Kowloon.. . . .	33,633,285	14,172,690	47,805,975
Kowloon Railway traffic.. . . .	.....	.....	3,624,336
Manchuria—			
Dairen.. . . .	58,274,497	51,575,541	109,850,038
Antung.. . . .	28,520,099	9,253,105	37,773,204
Harbin District.. . . .	8,776,682	30,775,426	39,552,108
All other ports.. . . .	.....	.....	97,359,000
Total.. . . .			1,012,450,404

* Haikwan Tael = 70 cents, approximately.

CHAPTER II.

SHANGHAI AND THE YANGTZE VALLEY.

In all countries there is always one seaport that is chief, due usually to some special advantage of location and situation. Of the five ports opened to foreign trade in 1842, Shanghai is the only one that has maintained a steady advancement, and this advancement has been at the expense of the other four; each of the latter progressed for a time and then stood still, and finally receded. The present-day tendency for the centralization of trade is inevitable. In these days of fast-sailing ships too many ports of call are a disadvantage; port charges are heavy and time is lost, and so liners make only one port, and load and discharge in the quickest possible time and are away; and as shipping makes a port, the chief one grows larger at the expense of the smaller ones. The port of Shanghai has passed the experimental stage of its development and must now be regarded as one of the world's great ports. Its situation at the mouth of the river gives it command of the rich Yangtze valley and the trade of the River provinces of Central China, and it can be rightly regarded as the chief commercial, financial and industrial city of China, past as well as present.

The growth of Shanghai comparatively has not been rapid, but its progress has been constant and in keeping with the development of the foreign trade of the country. When the port was first opened to foreign trade in 1842, a small area of territory was set aside as a place of residence for the foreign community and for the erection of business premises in which to carry on its commercial operations. This limited tract was soon found to be much too circumscribed; but under agreements with the Chinese Government, additions have been permitted from time to time until to-day the so-called foreign settlement or concession occupies a considerable territory, and extends from the river on the east several miles west and north into the country. The area of the settlement proper is 5,584 English acres, and of the new extension 4,340 English acres. The settlement is called international, and its municipal affairs are administered by an elected council composed of British, American, Japanese and Russian representatives, and before the war one German was upon the council. The French have their own separate concession adjoining the international settlement on the south. Chinese are not permitted to own land in their own names within the

settlement, but many thousands reside within the limits and receive the protection which they might not obtain in purely Chinese territory, and have also the general advantage of a clean and modern place of residence not usually found elsewhere in China. Visitors and tourists coming to Shanghai usually express themselves as being disappointed that there is nothing to see: this is quite true, for apart from its native population, Shanghai has just the appearance of a busy commercial port in any part of the world with the usual modern buildings, banks, hotels, tram-cars, motor-cars, etc., as met with in Europe and America. The old walled Chinese city of Shanghai adjoins the French concession on the south. It never was a city of any great political or commercial importance, and is still less so to-day. The native city is of no interest to the foreign residents of Shanghai; it is extremely dirty, but appears to have some attraction for tourists and globe-trotters.

POPULATION OF THE FOREIGN SETTLEMENT IN SHANGHAI.

The population of the foreign settlement at the last census, taken on October 16, 1915, was as follows:—

British.. . . .	4,822
American.. . . .	1,307
German.. . . .	1,155
Russian.. . . .	361
Other Europeans, etc.. . . .	3,705
Japanese.. . . .	7,169
Chinese.. . . .	620,401
Total.. . . .	638,920

These figures will need to be considerably readjusted if brought up to date, for it is well known that the Japanese population has greatly increased within the past three years. Americans will also show an increase, while the number of Europeans has no doubt somewhat decreased, on account of the war and general stagnation of business. A large number of Russian refugees have also recently found shelter in Shanghai, but the permanent population of Russian people has not increased.

THE PORT AND HARBOUR.

Shanghai is not directly on the sea, but is situated on a small river called the Whangpoo. The river joins the sea at Woosung, sixteen miles from the Bund at Shanghai; the larger liners and sea-going vessels do not come up the river, but are obliged to anchor and discharge and receive cargo from lighters at Woosung, and the passengers are conveyed by launch to the Bund.

Coasting steamers and all vessels of moderate tonnage come all the way up and discharge at the different wharves and docks. The river at all times is full of life and activity; scores of ships in dock line the two sides or are anchored in the stream. Numerous small steamers and Chinese junks are constantly coming in or going out, and steam launches are continuously moving about. Both banks of the river on the near approach to Shanghai are occupied by docks, warehouses and factories. This manufacturing and shipping is yearly becoming further extended, and it is now difficult to obtain suitable points for further extension of manufacturing plants, and the value of land with water frontage is held at very high figures. Conservancy work on the river is all the time in operation, in carrying out a scheme for the straightening of the Whangpoo and deepening of the channel which was put under way some years ago.

It is not questioned that the future permanence and importance of Shanghai as a great seaport is assured; and as the growth of industrial enterprises and the development of its shipping industries is yearly becoming more evident, it is not improbable that before many years the whole sixteen miles of river frontage lying between the city and the sea will be occupied by docks and warehouses, and that an additional har-

bour may require to be constructed at Woosung. The report of Mr. H. von Heidenstam, the Dutch engineer in charge of conservancy work now in progress on the Whangpoo, in setting forth the needs of better harbour facilities at Shanghai, states in part:—

(a) The trade between Asia and other continents will in the immediate future increase enormously.

(b) The construction of the Panama canal ensures the traffic on the Pacific and Indian oceans making great progress as compared with the traffic on the Atlantic.

(c) Among the merchants and mercantile fleets which will benefit by the increase in trade on the Pacific and Indian oceans, the Asiatic will hold a specially favourable position.

(d) It is to be expected that the world will no longer fail to obtain the co-operation of China in the development of intercourse on the oceans. A step in this direction is the construction of modern harbours in China.

The same report further states: Between Woosung and Shanghai there could be a length of shore—on both sides of the river—totalling thirty-eight miles, along which deep water quays might be constructed. The basin would have a width of from 1,000 to 2,250 feet, sufficient for the largest vessels. Its area would be 6.8 square miles, seven times that of the London dock, and $2\frac{1}{2}$ times that of the present harbour of Hamburg.

Shanghai is also the great financial and banking centre of the country. Foreign exchange is fixed in Shanghai taels every day, and the other ports arrange their rates accordingly. There are fifteen foreign banks in the port and quite as many more Chinese banks. The industrial life of the port is very active, and new development is going on all the time. The industries in operation consist of shipbuilding yards, cotton mills, silk filatures, flour mills, cigar and cigarette factories, soap and candle works, paper mills, iron foundries and machine shops, and a multitude of native industries of every description.

TRADE OF SHANGHAI.

The supremacy of Shanghai over all other ports of China is also shown by the annual trade returns of the Customs administration; the proportion credited to this port being approximately 40 per cent of the total foreign trade of the country. In this connection it is to be pointed out that it is not as a consuming centre that Shanghai has attained to this pre-eminence of trade as much as to its importance as a receiving and distributing centre for foreign goods. For the six years, 1911-17—that is for three years preceding and three years during the war—the following figures will show the portion of the total trade of China which is credited to Shanghai.

Trade of China.

	Imports. Haikwan Taels.*	Exports. Haikwan Taels.	Total Haikwan Taels.
1912..	473,097,031	370,520,403	843,617,434
1913..	570,162,557	403,305,546	973,468,103
1914..	569,241,382	356,226,629	925,468,011
1915..	454,475,719	418,861,164	873,336,883
1916..	516,406,995	481,797,366	998,204,361
1917..	549,518,774	462,931,630	1,012,450,404

Trade of Shanghai.

	Imports.	Exports.	Total.
1912..	210,071,837	165,524,500	375,596,337
1913..	244,452,421	176,853,415	421,310,836
1914..	238,589,548	147,692,094	386,281,642
1915..	198,214,384	201,437,780	399,652,164
1916..	207,034,740	213,935,810	420,970,550
1917..	210,085,990	197,354,659	407,440,649

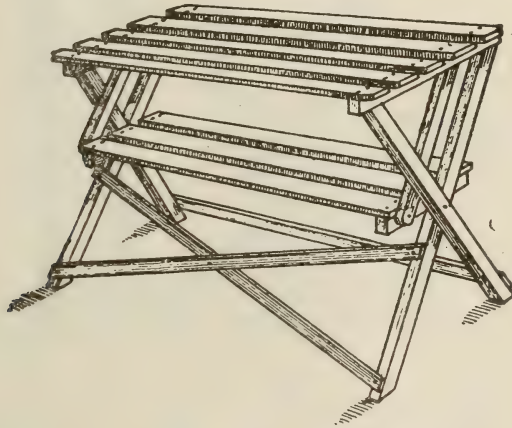
MARKET FOR FOLDING CHAIRS AND TABLES IN GREAT BRITAIN.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

PART III.—MISCELLANEOUS.

Bristol, Eng., December 31, 1918.—Part I, which appeared in *Weekly Bulletin* No. 770, dealt with the market for folding chairs, and Part II, in *Weekly Bulletin* No. 778, with the style of folding tables which find a sale in the United Kingdom. In this, Part III, it is intended to indicate a few other lines of folding products which are in the same category as those mentioned in the previous sections. The intention is not to lead Canadians to think that the lines illustrated are the only ones for which there is a demand, but rather to show the kinds of commodities and the sizes which meet the requirements of the market.

Pre-war retail prices are given in the appended information. The retailer had a discount off these prices of $33\frac{1}{3}$ per cent, while the wholesaler received a discount of $33\frac{1}{3}$ per cent plus 10 per cent, with an additional 5 per cent cash discount.



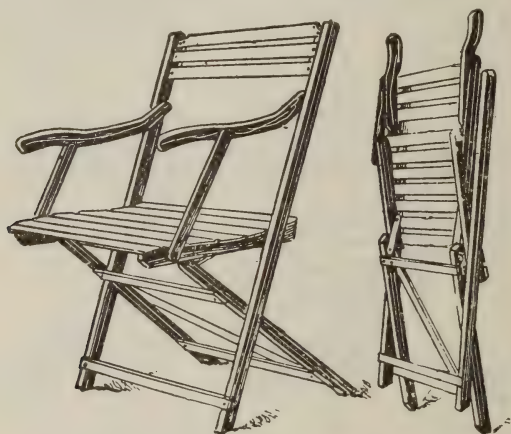
LUGGAGE OR BEDSIDE STAND.

This stand is sold with or without a boot shelf. It is used in boarding houses, hotels, etc. Two sizes are offered on the market, of which the smaller size, without shelf, standing 18 inches high and having a top measuring 2 feet by 1 foot 3 inches, sold before the war retail in birch, varnished, for 7s. (\$1.70) and in teak, plain, for 14s. 6d. (\$3.53). The larger stand, 19 inches high, with a top 2 feet 3 inches by 1 foot $4\frac{1}{2}$ inches without shelf sold for 9s. (\$2.19) in birch, varnished, and 19s. 6d. (\$4.75) in teak, plain, while when sold with shelf as illustrated, the retail price received was 12s. (\$2.92) in birch, varnished, and 26s. (\$6.33) in teak, plain bracket. The large pattern A is specially adapted for displaying bicycles in shop windows and it holds the machine in safety at a convenient height for cleaning purposes. The B pattern is used for the greatest variety of straight-frame bicycles with or without free wheels or back pedalling brakes, and the adjustable support to the hind fork prevents the machines tilting backwards or being knocked off the stand. This pattern will not take machines with back-pedal band brakes, but such machines fit the A pattern.



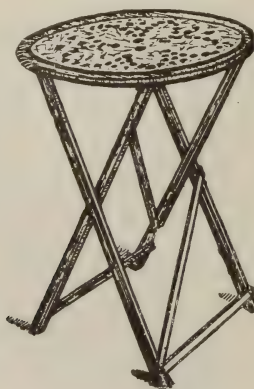
MISSION SEAT.

The illustration shows a bench with solid seat, having locking legs and back, both of which fold. These seats are very useful for mission halls, as a hall can be fitted up or cleared in a short time. The most usual size is 6 feet 6 inches long by 19 inches high. When varnished and one rail on the back they retailed at 21s. 6d. (\$5.23), while with two rails on the back the price was 24s. (\$5.84). Other lengths beyond four feet were made to order at 3s. 6d. (85 cents) per foot run, varnished.



ARM CHAIR.

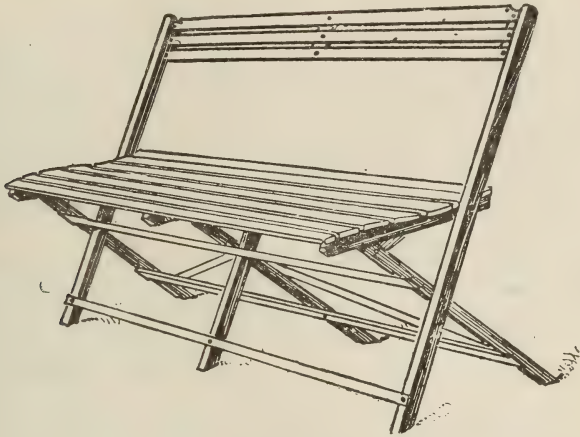
This chair is made in birch and teak and the seat is 22 inches between the arms. The chair folds flat and the joints are riveted. The retail price was 7s. 6d. (\$1.82) in birch, varnished, and 17s. (\$4.14) in teak, plain.



CIRCULAR TOP STOOL.

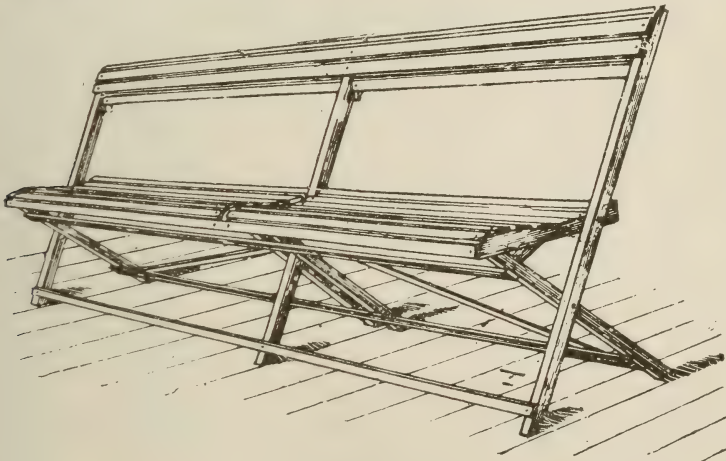
The circular top stool shown in the illustration is useful in stores or shops and various places. The top is 14 inches in diameter with perforated seat and a half-inch

rim. Birch is used throughout, and the seat is varnished the natural colour while the rest is finished in black. The stool folds up flat, and as it works on one pair of legs only it can be fixed to the floor and folded up flat against counters, shelvings, etc. Without floor fittings this stool retailed at 4s. 6d. (\$1.09) and with floor fittings at 6s. (\$1.46).



GARDEN SEAT.

This garden seat is designed for lightness, strength and close folding, which are very essential qualities if Canadians wish to develop the market. It is made 3 feet 6 inches long in birch, varnished, and in teak, plain, without arms, as illustrated. It retailed before the war for 10s. 9d. (\$2.62) in birch and 24s. 6d. (\$5.96) in teak, while with arms the retail price for the seat in birch was 12s. 9d. (\$3.10) and in teak 28s. 9d. (\$7).



VERANDAH SEAT.

The verandah seat shown above is made to hold four persons. The seat is 6 feet long, 16 inches deep, comfortably shaped, and folds up over the front for easy transport. In hardwood, varnished, the pre-war retail price was 22s. (\$5.36) and in teak, plain, 50s. (\$12.16).

If any further information is wanted this office will give all possible help on receipt of a communication stating what additional facts or assistance are desired in order to introduce the Canadian products on the market.

FISCAL AND TRADE NOTES FROM NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

State of the Money Market.

Auckland, N.Z., January 23, 1919.—The December quarter is the period when the demands on the funds in the hands of the banks are heaviest, as large sums are needed to gather in and send to market the season's produce. The prompt paying out by the Imperial Supplies Department on its purchases relieves the banks of a great amount of this financing, but this season, owing to the delay in the settlement of the purchase of dairy produce, there were fairly heavy calls made by the dairy factories to enable them to pay out to their suppliers. However, the department is now making payments on this season's butter and cheese, and already these payments have reached about a million sterling.

Early in October about three millions sterling were paid out on meat in store, and since then another million has been paid out on wool, so during the current quarter fully five millions have been put into circulation from this quarter. Imports have been on a moderate scale for the last two months, and consequently the money market is in a fairly easy condition for the time of year, and this condition appears likely to continue.

In another month or two there should be a fair amount of shipping space to remove produce, though it will take a long time to clear out the heavy accumulations of all classes of produce on hand. This, with the operations of the Imperial Supplies Department, should keep the money market fairly steady. The Government will, however, be raising a loan before very long, £13,500,000 being wanted, but the market should be able to stand this without discomfort.

Imports into New Zealand.

Following are the values of the imports into New Zealand of some of the more important articles during the ten months ending October 31, 1918, 1917:—

	1918.	1917.
Soft Goods—		
Apparel..	£ 835,604	£ 827,880
Boots and shoes..	437,943	321,032
Carpet and oilcloth..	105,085	129,134
Drapery, n.o.e..	178,042	163,200
Hats and caps..	137,031	121,823
Hosiery..	269,615	177,334
Millinery..	89,736	70,861
Canvas piece-goods..	90,242	76,396
Cotton piece-goods..	1,948,779	1,110,216
Linen piece-goods..	24,493	15,425
Silk piece-goods..	401,985	235,582
Woollen piece-goods..	346,967	483,070
Hardware—		
Cement..	527	712
Hardware..	155,555	218,814
Iron—		
Bar, bolt, rod..	54,258	86,662
Corrugated sheet..	44,727	27,914
Fencing wire..	54,141	50,821
Barbed wire..	22,823	23,796
Pig and scrap..	10,140	50,709
Pipes and fittings..	125,914	100,976
Lead..	25,544	22,933
Machinery—		
Dairy..	60,987	60,044
Agricultural..	85,335	90,653
Electric..	314,818	286,710
Engines, gas, etc..	40,651	50,488
Mining..	9,516	11,818
Sewing..	48,682	52,804
Nails..	54,293	44,496
Railway and tram plant..	46,680	30,178
Tin sheet and block..	209,472	135,225
Tools..	77,666	98,047

Imports into New Zealand—*Continued.*

	1918.	1917.
Foodstuffs—		
Confectionery.. . . .	53,370	37,876
Fish, preserved.. . . .	127,241	81,485
Fruit—		
Dried.. . . .	221,074	134,518
Fresh.. . . .	137,505	124,250
Flour.. . . .	39,418	103,675
Grain, unprepared.. . . .	458,658	255,060
Jams, jellies, etc.. . . .	13,913	9,214
Milk, preserved.. . . .	24,140	13,245
Onions.. . . .	20,241	16,015
Pickles and sauces.. . . .	11,430	5,248
Rice.. . . .	79,248	52,942
Salt.. . . .	220,516	36,731
Sugar.. . . .	869,896	827,447
Beverages—		
Ale and stout.. . . .	10,552	16,033
Spirits—		
Whisky.. . . .	594,133	316,796
Other.. . . .	131,279	56,692
Wine.. . . .	61,800	50,450
Cocoa, coffee, etc.. . . .	65,868	24,366
Tea.. . . .	235,050	332,456
Miscellaneous—		
Bicycles (including motor).. . . .	61,649	65,429
Books, papers, music.. . . .	242,770	176,538
Candles.. . . .	22,685	7,671
Carbide of calcium.. . . .	38,908	11,076
Coal.. . . .	133,678	198,280
Cordage and twine.. . . .	63,457	84,682
Corn sacks, woolpacks.. . . .	258,622	180,331
China and earthenware.. . . .	70,137	85,285
Glass and glassware.. . . .	118,710	104,421
Furniture.. . . .	20,735	22,020
Greases.. . . .	11,989	6,285
India-rubber goods.. . . .	62,035	33,157
Leather.. . . .	198,844	203,186
Leather manufactures.. . . .	56,974	61,837
Manures.. . . .	244,064	266,141
Matches and vestas.. . . .	86,185	40,390
Motor vehicles.. . . .	350,047	521,634
Oils—		
Benzine, etc.. . . .	626,886	496,046
Kerosene.. . . .	135,566	97,675
Castor.. . . .	23,155	12,046
Linseed.. . . .	109,530	22,581
Turpentine.. . . .	14,562	12,344
Other (specified).. . . .	163,641	83,487
Paints, colours, varnish.. . . .	198,811	132,748
Paper—		
Printing.. . . .	260,818	203,794
Other.. . . .	125,912	104,877
Pianos.. . . .	37,678	55,162
Seeds, grass, clover.. . . .	138,014	180,820
Stationery.. . . .	121,292	102,436
Tobacco.. . . .	354,076	203,883
Cigarettes.. . . .	268,516	115,852
Cigars and snuff.. . . .	10,287	16,168
Timber, hewn and sawn.. . . .	111,932	128,922
Specie.. . . .	98,715	177,135
Total, all goods.. . . .	£21,161,390	£16,571,049

COMPARISON OF AGGREGATES.

Following is a comparison of the different divisions of imports for the ten months:—

	1918.	1917.	1916.	1915.
Soft goods.. . . .	£ 4,865,522	£ 3,731,853	£ 4,772,073	£ 3,166,461
Hardware.. . . .	1,441,729	1,443,760	2,268,030	1,990,001
Foodstuffs.. . . .	2,276,650	1,702,706	1,509,545	1,590,568
Beverages.. . . .	1,248,682	796,963	1,114,562	896,851
Miscellaneous	4,792,165	4,037,573	4,996,853	4,480,124
Other goods.. . . .	6,437,927	4,681,059	6,103,442	4,735,985
Total goods.. . . .	£20,062,675	£16,393,914	£20,764,505	£16,859,990
Spice.. . . .	98,715	177,135	1,189,980	954,019
Grand total.. . . .	£21,161,390	£16,571,049	£21,954,485	£17,814,009

October was a moderate month for imports, the total of merchandise being £1,888,558. The total of merchandise for the ten months is £3,668,761, or 22½ per cent ahead of 1917, but barely up to the level of 1916.

SOFT GOODS SECTION SHOWS INCREASE.

The soft goods section is ahead of the three preceding years. The principal increases are in boots, hosiery, cotton, and silk piece-goods, while carpets and woollen piece-goods show a falling off. The imports in this division for the month of October were £850,685, of which cotton piece-goods, apparel and boots, were the principal items.

HARDWARE SHOWS DECREASE.

The hardware division is behind the three previous years, in spite of the steady increase in the values of goods. The total for the two years 1917 and 1918 is only just over two-thirds of that of 1915 and 1916, and in view of the increased prices this would probably mean that the volume of goods is less by one-half. Practically half the individual items show increase over 1917, notably tin, but there are heavy decreases in hardware, pig and bar iron. The total for the month of October was £153,099, distributed amongst all the items except pig-iron, of which none came in in October.

FOODSTUFFS HEAVY INCREASE.

Foodstuffs show a heavy increase of £573,944, or 34 per cent. Towards this increase salt contributes £184,000, grain £203,000, and dried fruits £87,000, while the only decrease is flour, £69,000. The total for the month was £340,086, just half of which was represented by sugar, and nearly a fourth by grain. Imports of potatoes, which are not shown in the adjoining table, have reached £31,228 this year.

MISCELLANEOUS SHOWS INCREASE.

Beverages show fairly heavy growth on earlier years; the increase over 1917 is £452,000, or well over one-half; £278,000 of this increase is in whisky, and £75,000 in other spirits, and £53,000 in tea. Imports for the month were £134,000, of which £72,000 was spirits and £46,000 tea. The separate figures for cocoa and coffee are: cocoa and drinking chocolate, 496,874 pounds (£50,803), and coffee and chicory, 504,127 pounds (£15,065).

The miscellaneous division shows an increase over 1917 of £754,592, and is ahead of the average of the three years 1915, 1916, and 1917. The principal increases as compared with 1917 are: tobacco and cigarettes £303,000, petrol £130,000, linseed oil £87,000, cornsacks and woolpacks £78,000, books and paints each £66,000, and printing paper £57,000. There is a heavy decrease of £172,000 in motor vehicles, and several other items show decline also. Imports in this division for the month of October were £617,574, the principal items of which were petrol £122,000, tobacco and cigarettes £100,000, paper £62,000, manures £41,000, and books £34,000.

FLUCTUATIONS IN GENERAL IMPORTS.

Below the quantities of imports of several lines show the fluctuations which are of interest, especially in comparison with the values, as such comparison shows how far the increase is due to enhanced prices:—

Iron—	1918.	1917.	1916.
Bar, bolt, rod tons.	2,458	4,971	15,900
Corrugated sheet cwt.	22,204	16,902	138,843
Fencing wire tons.	2,121	2,133	6,753
Barbed wire "	867	956	1,251
Pig and scrap "	819	11,174	5,230
Pipes and fittings "	3,613	3,660	10,746
Wire nails cwt.	54,293	30,779	84,045
Fish, preserved lb.	2,834,147	2,197,670	1,840,753
Rice cwt.	108,705	98,045	96,223
Ale and stout gal.	30,145	63,924	213,357
Whisky "	628,923	446,850	858,617
Tea lb.	8,913,872	7,094,986	6,831,036
Candles "	672,783	319,841	1,528,732
Matches gross.	346,053	178,639	224,791
Carbide of calcium tons.	713	675	1,940
Motor vehicles No.	2,249	3,855	5,534
Benzine, etc. gal.	8,064,532	6,957,419	7,822,327
Kerosene "	3,190,544	3,271,769	5,047,843
Linseed oil "	310,787	102,208	338,715
Turpentine "	89,096	88,942	154,611
Leather lb.	556,510	573,446	718,970
Printing paper cwt.	213,592	220,793	271,632
Pianos No.	1,006	1,713	2,843
Tobacco lb.	2,098,062	1,479,915	2,403,921
Cigarettes "	699,081	345,237	823,430

Money Circulating Freely.

There have been fairly heavy calls on the banks for assistance to dairy factories pending the settlement of the sale of output of butter and cheese to the Imperial Government, but this sale has now been effected and payments will be coming in from that source very shortly. The sale of this and next season's output assures the dairy farmer a settled and very good income for his produce. Wool and meat producers are also assured of their income for a time, though not for so long. These sales put the farming community on a very satisfactory basis for the present, and ensure a steady flow of funds. Considerable improvement is promised in the supply of shipping space almost immediately to lift produce. As there are vast accumulations of all classes of produce awaiting shipment, the value of exports will keep at a high level for some time to come, and this will bring a steady stream of funds into the Dominion.

New Government Loan.

The Government wants another £10,000,000 for war purposes, £2,500,000 for public works, and £1,000,000 for land for soldiers, which will all have to be raised locally, but as it also circulates locally to a great extent, should not upset the market.

The New Budget.

The Minister of Finance has delivered his financial statement. No increase in taxation is announced, and the most important proposals are: authority wanted to raise a further £10,000,000 for war purposes, £2,500,000 for public works, £1,000,000 for land for soldiers' settlement, increased war bonus and payments to Government employees, and local bodies to be empowered to develop water-power.

Following is a comparison of the revenue for the past two years ending with March 31:—

	1917-18.	1916-17.
Customs.. . . .	£ 3,364,308	£ 3,849,675
Stamp and death duties.. . . .	1,892,014	1,699,035
Postal and telegraph.. . . .	1,836,256	1,815,558
Land tax.. . . .	1,385,708	713,118
Income tax.. . . .	5,619,561	4,262,126
Beer duty.. . . .	237,075	187,953
Railways.. . . .	4,668,223	4,836,275
Registration and other fees.. . . .	101,249	108,044
Marine.. . . .	38,053	43,742
Miscellaneous.. . . .	718,437	518,063
Territorial.. . . .	205,643	215,787
National endowment revenue.. . . .	100,493	85,971
Other receipts.. . . .	39,201	32,200
Total.. . . .	£20,206,221	£18,367,547

There is an increase in the total of £1,838,674. The principal individual increases are: Income tax £1,357,435, and land tax £672,590, while customs shows a decline of £485,367.

Expenditure shows an increase of £1,661,517, of which interest and sinking fund accounts for £415,987, and pensions (chiefly war pensions) £514,709. The surplus of revenue over expenditure for the year is £5,085,934.

The war expenditure up to September 30 last was £51,400,000, of which approximately £39,250,000 was raised by loans within the Dominion.

Dominion Loans Falling Due.

The loans falling due during the next seven years are as follows:—

Year ending March 31.	London.	Australia.	New Zealand.	Total.
1919.. . . .	£ 147,250	£ 51,000	£1,507,615	£ 1,705,865
1920.. . . .	42,800	29,400	3,695,745	3,767,945
1921.. . . .	3,000	537,900	9,564,557	10,105,457
1922.. . . .	10,000	914,100	5,437,790	6,361,890
1923.. . . .	30,300	666,050	7,526,606	8,222,956
1924.. . . .	1,708,200	29,300	522,800	2,250,300
1925.. . . .	77,000	.....	475,992	552,992

New Zealand's War Casualties.

The latest summary of New Zealand casualties, comprising reports up to January 6, is as follows:—

	Officers.	Other Ranks.	Total.
Deaths.. . . .	764	15,692	16,456
Missing.. . . .	3	24	27
Prisoners.. . . .	.....	45	45
Wounded.. . . .	1,721	39,583	41,304

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Fruit Commissioner, Liverpool, in a cable of the 24th February:—

“*Liverpool*: 3,110 barrels Ontario apples ex ss. *Megantic*; sound packages sold at maximum price, 240 slack and wet barrels auctioned from 48s. to 56s., about 60 very wasty. 14,964 barrels Nova Scotian apples ex ss. *Rijsbergen* received in generally satisfactory condition; about 500 barrels in poor condition sold at from 13s. 6d. to 46s.”

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Trade of New South Wales.

Sydney, N.S.W., January 23, 1919.—At no period since the commencement of the war have merchants viewed the situation with more doubt and anxiety. The uncertainty of the future seems to be more pronounced, and this, coupled with the prospects of a threatened drought, makes business conditions very unstable.

Many lines are much inclined to weaken, and considerable quantities of goods, of which it was supposed there was a scarcity, have been placed on the market.

It has also been announced that a large number of steamers are now on the way from England with troops, but to what extent they have been utilized for cargo-carrying purposes is not known. However, it is fair to suppose that they will bring considerable freight.

Consequently individual orders are mostly for small quantities, and few buyers are disposed to operate in parcel lots.

Fruit-growing.

The past three years has been one of great stress for the fruit-growing industry, and even with the war over, there is no doubt it will be a considerable time before conditions become normal.

Labour has been scarce, expensive and unreliable, while materials and appliances of all kinds have cost more than ever.

Last, but by no means least, the oversea markets were cut off just when prospects were very bright.

Add to this the fact that the weather for the three years has been very abnormal, two being excessively wet and the last very dry.

In a decade the value of production has increased from £465,000 to £703,000. One of the most striking items is the increase in the value of bananas produced. Ten years ago the value was £324, five years since it was £4,000, whereas in 1918 it had risen to £44,000.

Manufacture of Tinplates.

The establishment at Newcastle, New South Wales, for the manufacture of tinplates is contemplated, and negotiations are proceeding for the commencement of operations on an extensive scale. The tin produced in New South Wales and Queensland is of the highest quality.

New South Wales Gold Yield.

The last return furnished by the Department of Mines shows that the yield of gold for the year 1918 was 91,053 ounces crude, equal to 87,045 ounces fine, valued at £369,743, as compared with 85,954 ounces crude, equal to 82,171 ounces fine, valued at £349,038, for the year 1917.

Payable gold was first discovered in Australia in 1851. In 1852 the value of gold produced in New South Wales was £2,660,946, being the highest on record, and next to this comes the record of 1862, with £2,467,779. The lowest yield was in 1888, when the value reached was £317,240, but since then the million mark has been reached on twelve occasions, the last being in 1907.

Much of the gold now produced is extracted in the treatment of copper ore, the proportion extracted being a very low one.

The question of granting a subsidy for the encouragement of gold production is now being considered by the Commonwealth Government.

Sydney's Food Prices.

The State Government statistician estimates that the prices of meat in December, 1918, as compared with July, 1914, was 66.5 per cent higher, other food and groceries were 34.3 per cent higher, and the prices for the two combined were 42.6 per cent higher—this being the highest level reached since the outbreak of the war. Owing to the dry conditions existing in many parts of the state such articles as potatoes and maize have recently reached very high prices.

Australian Sugar Shortage.

The failure of the Queensland sugar crop has been greater than was at first supposed, and in order to make good the shortage, which amounts to about 40,000 tons, arrangements have been made for purchasing a sufficient quantity outside of Australia. One shipment will come from Mauritius and the balance will come from Java.

The disastrous cyclones in Queensland—one following closely on the other—affected the crop very seriously, and severe frosts in the winter added to the damage. The net result has been a great reduction in the density of the cane, 13 or 14 tons of which is now required to produce a ton of sugar as compared with 8½ tons in previous years.

Sydney Harbour.

Active operations have recently been carried out in deepening the entrance channels to Sydney harbour and a depth of water is now available in the eastern channel of forty feet. The western channel is also being deepened to the same extent. Both depths will be available at low water spring tides. A satisfactory feature in connection with the deepening is that it can be further extended to sixty feet by dredging the sand away, and as very little silting takes place the work is practically of a permanent nature.

Much additional wharfage accommodation and storage has also been provided during the last few years and is still being constructed. As seventy large ocean-going vessels are expected at Sydney during the next three months the port will be an extremely busy place in the near future.

Forest Resources.

A recent revision of the forest resources of the state shows that the actual area carrying timber of appreciable value is about 12,000,000 acres, or approximately 3,000,000 acres less than was previously estimated.

The area of state forests proclaimed and brought under the control of the Government was increased by 1,338,249 acres, and now totals 4,822,627 acres. During last year 195½ acres were planted with 313,564 trees of economic value, and 6,726 acres were treated for natural regeneration.

At the state saw-mills 2,702,370 superficial feet of timber was converted into 1,861,836 superficial feet of marketable timber. This realized a profit of 12½ per cent on the capital in operation. About 141,045,700 superficial feet of timber was obtained from state forests under license during the year.

The incidence of the war by the limitation of shipping and increase of freights materially affected the export of timber. The local timber trade, however, was fairly brisk—a condition due mainly to a demand for shipbuilding timber, the increased cost of imported timber, and a wider market for order timber. Values increased in response to the demand.

The import of timber—mainly softwoods—declined in value by £112,000 as compared with the previous year. This created a strong demand for native woods, which were adapted to many purposes hitherto exclusively served by the use of imported softwoods.

Material Required for Cricket Bat Manufacture.

There is a good demand in the State of New South Wales for material for cricket bats. Cottonwood is mentioned as the most suitable wood required for the manufacture of children's cricket bats. The size required is $3\frac{1}{2}$ inches by $1\frac{1}{2}$ inches; the length is immaterial.

For first-class cricket bats, willow of the highest grade is required, in sizes of 4 inches by $2\frac{1}{2}$ inches, and any length.

Attention is drawn to Trade Inquiry No. 584 in this week's issue of the *Bulletin*.

Increased Revenue of State of New South Wales.

The revenue returns for the State of New South Wales in 1918 have shown by far the largest expansion on record. Increased burdens in the shape of additional charges in connection with the State undertakings such as the railways, water and sewerage supply, and harbour rates, have accounted for the increase, the total of which as compared with the previous year was £2,900,000. The year saw the conversion in London of $3\frac{1}{2}$ per cents for £12,647,000, at the increased charge of 6 per cent for the renewal.

GOODS REQUIRED IN NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, New Zealand, November 29.—In addition to tools and general hardware, of which large supplies are required, the following goods, which were largely imported from Germany before the war, will find a ready market in New Zealand if Canada can supply them:—

- (1) Toys and fancy goods made of leather, wood, metal and basketware.
- (2) Lace hosiery (chiefly cotton).
Gloves (fabric and other).
Velvets, suiting, underwear, cotton prints, etc.
- (3) Enamelware and aluminiumware.

There is a good demand for the old-fashioned style of enamelware and tinware, but with respect to some articles aluminium has superseded the other classes.

- (4) Clocks.

Germany flooded this market with cheap clocks, and the United States have also done a large business. I am afraid that the Canadian manufacturer cannot compete successfully until he manufactures on a much larger scale, making it possible to reduce retail prices to be on a parity with foreign competition.

- (5) Glassware and crockery.
- (6) Wire and wire nails.

Many requests for samples of these classes of goods have been sent to Canada, but it seems very difficult to secure them, and the large importer who communicates with houses throughout New Zealand must necessarily be supplied with a full line of samples before he can effect sales. As business is conducted in New Zealand, the indenter is simply a glorified commercial traveller, and he cannot sell goods numbered 1, 2, 3, 4, and 5 without samples.

A REVIEW OF SOUTH AFRICAN INDUSTRIES BY SIR WILLIAM HOY, GENERAL MANAGER, SOUTH AFRICAN RAILWAYS.

TRADE COMMISSIONER W. J. EGAN.

Part II.

Cape Town, November 18, 1918.—Sir William W. Hoy, General Manager of Railways for the Union of South Africa, in his annual report reviewed the general conditions of South African industries. The following extracts from this part of his report will be of interest to Canadians who propose to push the sale of goods in South Africa:—

FRUIT TRADE.

The 1916-17 fruit season in the southwest districts of the Cape was a highly successful one, notwithstanding the reduced tonnage exported. An outstanding feature was the high price obtained throughout South Africa, particularly in Natal, the Cape Eastern districts, and Rhodesia, for grapes, apples and pears.

The dried fruit industry is making good progress. One company at Wellington absorbed 1,500,000 pounds of fruit.

In view of the demand for canned and dried fruit and the high prices prevailing, more fruit of the better grades was sent to the canning factories than formerly. Some 2,330 packages of fruit, equal to 70 tons, were exported through Cape Town to New York.

There is an increased tendency for Cape growers to dispense with the dealer or middleman and to market the fruit themselves.

The following figures reflect the fruit conveyed from the western districts of the Cape Province during the 1915-16, 1916-17, and 1917-18 fruit seasons:—

	1917-18. Tons.	1916-17. Tons.	1915-16. Tons.
Transvaal..	7,458½	7,061	5,644
Orange Free State..	969½	1,436	1,012
Natal..	734½	823	580½
Rhodesia..	300½	374	317½
Southwest Africa..	147½	161	68
Kimberley Division..	638	705	595
Midland Division..	647½	424½	414½
Eastern Division..	931	784	756
Cape Town and suburbs..	7,831	6,717	5,438
Cape Town docks for export..	85	1,613	1,692
Other stations (including stations served by wine and preserving factories).. . .	6,137½	6,543½	5,296
Total..	25,850½	26,642	21,813½

The volume of sub-tropical and citrus fruits conveyed by fruit train to the north from Durban and intermediate stations to Hill Crest approximates 50 tons per day during eight months of the year—roughly 10,000 tons per annum. These figures do not include vegetable traffic, which averages about 5,000 tons per annum.

COAL OUTPUT.

Natal, I think, takes pride of place in the discovery of coal, which dates as far back as 1838, though mining proper did not commence until 1888. The Cape Province appears to have been the first to start coal mining, the output in 1885, the earliest records available, being 16,483 tons. The Cape coal industry reached its zenith in 1899 with an output of 208,655 tons, since which date it has steadily declined, the output in 1917 being 8,300 tons. Mining commenced in Natal and the Orange Free State in 1888, and in the Transvaal five years later. The development in the Transvaal has been extraordinary, the output having practically doubled since union.

The following figures illustrate the expansion in output:—

Year.	Transvaal. Tons.	Natal. Tons.	Orange Free State. Tons.	Cape. Tons.	Total. Tons.
1885.. . . . .	.....	.....	*	16,483	*
1889.. . . . .	.....	28,682	*	26,254	*
1893..	548,534	145,516	*	58,995	*
1897..	1,600,212	273,235	*	127,456	*
1901..	797,144	637,504	*	205,810	*
1905..	2,606,799	1,264,936	164,639	164,112	4,200,486
1909..	3,623,656	2,000,973	544,255	103,281	6,272,165
1913..	5,225,036	2,898,726	609,973	67,481	8,801,216
1917..	6,641,229	2,890,296	843,095	8,300	10,382,920

* Data incomplete.

Approximately £40,500,000 worth of coal has been produced in the Union since mining commenced.

The 1917 output was 5,299,198 tons, so that the output of the Union has practically doubled during the last ten years.

AGRICULTURAL, MINERAL AND INDUSTRIAL DEVELOPMENT.

High prices, absence of competition from overseas, and a world-wide shortage of certain commodities, still combine to encourage local production.

Products of the soil are in strong demand, a fact which has been brought home to the South African farmer. Additional areas of land are being broken up in every part of the Union, and there is evidence of more intensive cultivation. The spirit of progress is spreading and leading to a more extensive adoption of progressive methods and a greater demand for modern machinery. The difficulty of obtaining farm implements and machinery, and the shortage and excessive price of fertilizers, have however prevented the South African farmer from reaping the full advantage of present opportunities.

The shortage and high commercial value of minerals have brought about greater activity in the development of the base minerals of the Union. New industries are still springing up in all directions. The value of existing industries and the gratifying progress made during the past few years are exemplified by the recent industrial census. The action taken by the Government to encourage industrial research and disseminate information regarding potential industries and the industrial life of the Union, is already bearing fruit. A feature of promise is the interest being taken in by-products—the realm of neglected opportunities. The coal industry affords an immense field for enterprise in this respect, and works have already been established for the manufacture of certain by-products. Only the fringe of the possibilities has, however, yet been touched.

Some industries have obtained such a firm footing that their continued prosperity seems assured. This applies with special emphasis to the many industries which rely upon local sources of supply for their raw materials. With other industries, again, their stability and future prospects will depend in a measure upon the extent to which they can establish markets during the continuance of war conditions. It is unfortunate that many concerns have been restricted in development by difficulty in obtaining machinery and plant, although considerable ingenuity has been displayed in the production and adaptation of plant and commodities hitherto regarded as monopolies of overseas manufacturers. Necessity has afforded technical experts and manufacturers an opportunity of proving their resource, with most encouraging results.

WHEAT.

The land under wheat increased by 23 per cent over the previous year, the Orange Free State showing the largest increase, namely 38.5 per cent. The area under wheat

would have been greater but for the high price of seed and the scarcity and high price of wheat fertilizer. Drought and excessive rains seriously curtailed the yield, and much damage was done by rust and insect pests. The 1916 wheat crop in the Transvaal was 24 per cent below normal owing to drought, and the 1917 crop 30 per cent below normal owing to abnormal rains.

In parts of the Orange Free State the crop suffered from drought, while in others it suffered from excessive rains, but an average of only 4 per cent below normal was an encouraging contrast with the 1916 crop, of which only 28 per cent survived the drought.

The total yield of wheat was computed at 2,650,000 muids, a record for South Africa, and estimated to be sufficient to meet eight or nine months' requirements.

MAIZE.

The 1917 maize crop was the largest on record, despite many vicissitudes due to weather conditions and pests. Excellent crops were reaped both in the Transvaal and Orange Free State. The crop in the northern portion of Natal was favourable, but towards the coast it suffered, first from drought and later from heavy rains.

Maize production has been estimated as follows:—

1915.. . . .	10,250,000 muids.
1916.. . . .	8,500,000 "
1917.. . . .	11,800,000 "

Notwithstanding that about 5 per cent more land was placed under maize, the estimated yield of the 1918 crop is only 9,600,000 muids. Under ordinary circumstances this would leave a surplus of 2,000,000 bags for export; 500,000 bags are, however, required to be mixed with wheat in terms of the Wheat Conservation Act of last session, thus leaving approximately 1,500,000 bags for export.

OATS AND BARLEY.

About 2 per cent additional land was sown with barley. This crop also suffered from climatic conditions.

The increased area under wheat somewhat restricted the area sown with oats, which was nevertheless about 3 per cent greater than during the previous year. The oats crop was satisfactory, having regard to the adverse weather conditions, being only 1 per cent below normal. In 1916 it was below normal by 10 per cent in the Cape, 34 per cent in the Transvaal, and 51 per cent in the Orange Free State, so that comparatively the 1917 crop was highly satisfactory.

SUGAR.

The area under sugar cane is computed at about 161,135 acres, made up as follows:—

	Acres.
North Coast line.. . . .	77,641
South Coast line.. . . .	45,600
Zululand.. . . .	37,894
Total.. . . .	161,135

COTTON.

In certain districts of Natal, where the plant can be grown under ideal conditions, additional areas of land are being placed under cotton. Successful experiments have been made on the North Coast line at Amatikulu. Many farmers in the Waterberg district are taking to cotton growing, and tests made in the Tzaneen district of the

Transvaal have been successful. Approximately 90 acres of cotton have been planted at Malelane, where a ginning plant has been established. A Delinter machine has been installed at Rustenburg, also a grinding mill to crush seeds for cattle feed. Rustenburg cotton, which has been tested, is said to be superior to American cotton. Up to the end of May a yield of 800,000 pound of lint, or more than double that of last year, was expected, but adverse weather conditions and pests so damaged the crop that the yield is now estimated at 400,000 pounds, only a slight increase over the previous year.

WOOL.

In view of the diminished supply of wool on the world's markets, the demand has been keen at unprecedented prices. Shortage of freight has, however, restricted shipments and led to a good deal of uncertainty in connection with the industry.

The highest price paid was by Japanese purchasers, viz. an average of 19-87d. per pound for wool in the grease, while for scoured wool Japan was again the highest bidder with an average of 40-88d. per pound.

There is still room for improvement in the baling, packing and marking of wool and hides.

INDUSTRIES.

Applications for special rates indicate that many articles are being manufactured locally which were formerly imported. The list of articles produced in South Africa is becoming too extensive for enumeration. Acetate of lead, carbonate of soda, manganese dioxide, calcium carbide, carbonic acid gas, litharge, whitelead, glass, malt, chicory, salts, magnesite preparations, boiler coverings, rubber goods, corks, ink, lard, furniture polish, metal polish, varnish, greases, ploughshares, machinery and engineering fittings, are merely examples of items which are now produced locally for the first time or on a more extensive scale.

TIMBER AND ITS MANUFACTURE.

South African timber is being utilized in increasing quantities. Mine timber is now despatched from all parts of the Union. Timber for mine props is being grown in large quantities in the vicinity of Barberspan station, where approximately a million trees were planted recently. It is gratifying to learn that valuable timbers previously used for mine props are now being used as substitutes for more expensive imported timbers. Numerous saw-mills and factories for working up South African timbers commenced operations during the year. Local timber has been in great demand for wagon and furniture making; building material, including doors and windows; shooks; fruit, beer and butter boxes; packing cases; fencing posts and general farm purposes. South African teak, small quantities of which have been forwarded from Tzaneen district, has been in strong demand for furniture making. Considerable quantities of Umsenge wood have been despatched from the Amabele-Butterworth line to Rosebank and Stamford Hill for match-making. Poplars and pines are also being despatched from the western districts of the Cape Province to the Cape and Natal match factories.

Motor-car bodies are being built in Cape Town, and more progress would have been made but for the difficulty of securing skilled labour.

Different species of South African timber are being experimented with for railway purposes. Three varieties of yellow wood are being used for truck bottoms and carpentry. *Pinus pinaster* has been used in large quantities for wagon work, and it promises to answer well. *Pinus insignis* is also being used for trucks, match-boarding, etc. Buekenhout (Cape beech) has been tried. Sneezewood has been used in small quantities. It is a very hard wood, and has stood well on the toes of piles at Durban Harbour. Small quantities of boxwood have been used for tool handles and

ornamental turning, but this wood can only be used to a limited extent for railway purposes. Cape stinkwood is used for furniture, coach mouldings, the copings of road vehicles and boat construction. It is tough and hard, but its usefulness for railway purposes is limited. White, hard and red pear are being used at Uitenhage for the felloes of wheels. African black ironwood is being used at Bloemfontein and Uitenhage for buffer blocks and trucks. This wood is extremely hard when dry. South African teak has been used in large quantities for coach panels, truck stanchions, paving blocks, etc. Cape ash is a beautiful panel wood, but is scarce. A small supply is now seasoning. Samples of aapies doorn have been obtained from the Warmbaths district. This wood promises to be a good substitute for Indian teak, under certain circumstances. Samples of wild chestnut—which is said to be a tough wood—have been ordered from Natal. Several varieties of eucalypts are being tested. The eucalypts are used extensively in wagon construction in Australia. The *eucalyptus globulus*, or bluegum, which is very common in South Africa, is highly spoken of, and is being experimented with for truck floors. A quantity of this wood is being seasoned at Pretoria. Several other woods, namely, red els, white els, milkwood, maroola, kershout, and koejaat, are being examined and experimented with in a small way. Very few of the samples have been properly treated in the forests. Had they been ring-barked and cut at the right time, the shrinkage and splitting would not have been so great.

LEATHER.

The boot and shoe industry continues to develop. There are now fifteen boot and shoe factories in Port Elizabeth. New factories have been opened elsewhere, and many of the older established businesses have extended their premises. A new factory on a very large scale has been erected at Great Brak river, the present output of which is 50,000 pairs of boots and shoes per month. Notwithstanding the increased output, it is not possible to meet demands for the South African-made article. While the difficulty of obtaining imported supplies in sufficient quantities is no doubt partly responsible for the keen demand for colonial goods, the article manufactured locally has so improved that it should be able to compete successfully, even after the war. One local firm has secured a large contract with the War Office. The value of leather goods exported before the war was £2,283, compared with £34,696 in 1917.

The tanning industry is flourishing. Here also the demands exceed the supply. Both upper and sole leather is being produced locally. A leading firm, by using an ingenious dressing machine, has largely increased the supply of "upper" leather.

The principal objection to South African hides is bad flaying, which can be overcome. This is a direction in which action is essential if the local article is to retain the trade it has established. The worst flayed hides appear to be those obtained from butchers and certain abattoirs, where rapid handling is aimed at, to the detriment of the hides. Greater care is necessary to obtain a flawless hide, and the importance of the industry warrants attention being given to this matter.

CEMENT.

Cement production shows enormous expansion. Locally-made cement has taken the place of the imported article for work of all classes; 51,707 tons of cement were imported in 1909, and only 9,383 tons in 1917. No cement was exported prior to 1913, whereas in 1917 the value of the cement exported was £17,348.

The manufacture of concrete pipes represents an increased business both in the Cape and Transvaal. A new industry is being developed in the manufacture, from South African cement, of slabs ingrained to represent marble.

GENERAL.

The woollen mills at Woodstock have recently added a clothmaking plant to their establishment. The cloth is finding a ready sale, orders being far in excess of the output. There is also a woollen and cloth factory at Colenso, in Natal.

Pottery-ware, baskets, wicker chairs, and travellers' skips are now made locally on a large scale; also toys, fowl food, colours and brushes. Brush handles and heads, previously imported, are now manufactured from local timbers.

The value of blasting compounds imported in 1909 was £111,973, whereas no explosives were imported in 1917. On the other hand, exports of explosives in 1909 were valued at £14,030, and in 1917 at £525,666.

Compared with 1909, the value of soap imported in 1917 declined by £122,581, while the value of the soap exported increased by £25,415.

FOOD PRODUCTION.

In the Orange Free State fifteen new creameries and cheese factories were started during the period under review, in Natal three, and in the Cape twenty. As a result of the opening up of these factories, milk and cream are being forwarded regularly from stations which did not previously handle this traffic. Pig farming is being developed at a number of creameries.

The manufacture of cheese has increased to such an extent during recent years as almost to displace the imported article, and if the present rate of progress is maintained the time should not be far distant when surplus stocks will be available for export; 940 tons of cheese were railed from East Griqualand last year, compared with 339 tons during the year 1916. Improved methods of packing seem to be necessary.

Condensed milk is manufactured in the Cape and Natal. Progress has been hampered by the shortage and high cost of tins. The present output from the Natal factory is 100 cases per week. It is understood that the milk contains a higher percentage of butter-fat than imported brands. Canned meats are being prepared locally. Bacon-curing factories have been opened during the year in large numbers. Farmers appear to be giving greater attention than formerly to the rearing of pigs, and the firms which have established factories are directing greater attention to the production of by-products. At several places throughout the Union pig farming has been taken up on a large scale. South African cured hams and bacon are increasing in quantity and improving in quality.

Several new grain-mills have been started during the year. The mills have been very busy in consequence of the large quantities of maize meal exported to the order of the Imperial Government. New abattoirs and freezing plants have also been established as a result of the development of the meat export trade. Preserving factories of all kinds have been doing extended business, and it is gratifying to find that preserving works have now been established in the Transvaal, in the centre of the citrus-growing districts. Comparing 1917 with 1909, the value of confectionery and preserves imported decreased by £98,000, whereas the value of exports increased by £57,000.

BASE MINERALS.

The output of base minerals is developing rapidly, notwithstanding shipping difficulties and the temporary reduction in the output of copper.

A company is now producing manganese in the vicinity of Randfontein. Fifty tons were railed within a period of two months. A deposit of manganese ore is being exploited in the Hlobane district, and 143 tons have been despatched to Vereeniging. Another mine has been opened up at Hatherley. The production of manganese ore in 1917 amounted to 641 tons, no production having previously taken place since 1911. Antimony is being produced at Rietfontein in increasing quantities. All the Administration's requirements are now being met from antimony produced in the Transvaal. The magnesite railed during the year from Kaapmuiden station amounted to 726 tons, an increase of 216 tons. The demand for magnesite in South Africa is limited, and shipping difficulties prevent export. The old magnesite mine at Malelane has been reopened, and 99 tons were forwarded from Dickson's siding during November and December, 1917; 21 tons of galena were despatched from Brits station during the year. Deposits of fluorspar have been discovered near Ottoshoop, and samples have been sent to various technical bodies for testing purposes. One consignment of 11 tons was railed to Johannesburg. Activity continues in connection with gypsum deposits

at Riverton Road. There is a demand for the inferior qualities for agricultural purposes, especially in connection with the prevention of soil erosion. Last year's despatches from Riverton Road totalled 1,902 tons, double the quantity forwarded from that station during the previous year. Corundum ore for export is being despatched from Bandalier Kop in increasing quantities, the increase during the twelve months ended March 31, 1918, being 3,121 tons. The value of the total output in 1917 was £13,038, compared with £7,762 in 1916, and £480 in 1915.

The tin mines at Potgietersrust have now their own smelting plant, and the Administration's tin requirements are being met from this source. Tin ore has been consigned to Potgietersrust from other districts for smelting purposes. Heavy rains swamped the soda pan at Hamans Kraal, and reduced the output. The value of the soda output in 1917 was £29,377, an increase of £4,256 compared with the previous year.

There is a growing demand for lime for agricultural purposes. Lime traffic from Taungs and Ventersdorp is increasing. The industry at Taungs, where new machinery has been erected, is developing on a large scale, the output during the year ended March 31, 1918, being 8,934 tons, compared with 3,387 tons during the previous twelve months. The lime is forwarded chiefly to the coal mines in the Transvaal and to the sugar estates in Natal. It is also exported to Rhodesia and Mauritius. The demand for lime will increase with the opening up of new industries.

Blue lime is being manufactured at Ottoshoop. Traffic is limited at present, but is steadily developing. At Pinedene three companies are producing blue lime, the approximate output during the three months ended December 31, being 3,750, 4,500 and 5,250 bags respectively. The value of the lime output in 1917 was £131,373, an increase of £15,623.

ASBESTOS.

The asbestos mine north of Lydenburg is developing satisfactorily, traffic having increased during the year by 1,255 tons. The tonnage despatched from Taungs, Kimberley, Prieska and Draghoender has also increased. Asbestos is being mined near Dundee, in Natal. South African asbestos is in strong demand, and the industry should expand rapidly when adequate freight is available. Meanwhile shortage of freight is restricting the output, and large quantities are waiting despatch. Sea freights have risen from 15s. to 14s. per ton, a rate which renders the exportation of the shorter grades almost prohibitive. The asbestos is of good quality, and finds a ready market in Europe and America. The supply is practically unlimited, but the mines are some distance from the railway.

The following items are from the Chief Railway Storekeeper's report:—

INDENTS PLACED.

The approximate value of material indented for through the High Commissioner during January, 1917, to March, 1917, was £489,753, and from April, 1917, to March, 1918, £2,025,113, made up as follows:—

	Jan., 1917, to March, 1917.	April, 1917, to March, 1918.
Rolling stock..	£448,600	£1,600,950
Permanent way material..		6,040
Materials for tarpaulins..		87,566
Locomotives, spares and tires..	13,429	67,366
Tin and metals..	2,137	14,903
Carriage and wagon spares..	1,747	44,464
New machinery..	6,636	20,287
Clothing..	12,419	103,570
Catering..		10,992
Stationery..		17,449
Signal and telegraph material..	195	2,635
Harbour and lighthouse material..	1,013	11,121
Vacuum brake gear..		17,395
Steam heating gear..		590
General..	3,577	19,785
Total..	£489,753	£2,025,113

HIGH COMMISSIONER'S PURCHASES.

The total of the receipts from the High Commissioner during the financial year amounted only to £625,053 as compared with £1,264,825 during the calendar year ended December 31, 1916:—

Material.	Calendar Year, 1916.	January to March, 1917.	April, 1917, to March, 1918.
Bridgework..	£ 5,768	£ 8,796	—
Brake gear..	2,352	95	£ 5,420
Cement..	53,006	8,466	3,357
Catering supplies..	15,613	2,142	10,934
Copper..	7,526	4,317	10,135
Coke..	700	—	—
Electric gear..	8,319	3,407	237
Fencing material..	200	—	1,315
Iron and steel..	15,977	1,740	5,440
Iron (galvanized, etc.)..	26	296	—
Locomotive, carriage, and wagon spares.	113,521	64,720	73,897
Machinery..	7,782	3,182	2,302
Oils, etc..	6,435	—	1,296
Permanent way material..	210,110	1,879	563
Piping, all kinds..	2,016	95	285
Rolling stock..	524,159	45,434	248,728
Rope..	4,031	3,666	5,455
Stationery and printed forms..	4,923	—	915
Timber..	63	1,035	—
Telegraph material..	2,550	—	—
Uniform clothing..	28,647	386	9,035
Waste, cotton and wool..	344	—	—
Signal material..	218	—	—
Various metals..	18,944	10,581	16,698
General..	231,595	64,403	229,031
Total..	£1,264,825	£224,640	£625,053

SOUTH AFRICAN PURCHASES.

The amount appearing in the summary of Stores Accounts under the above head comprises:—

	Financial Year, 1917-1918.			For Period Jan.-Mar., 1917.		
	£	s.	d.	£	s.	d.
Merchants..	2,454,327	16	9	464,796	14	8
Other railway departments..	874,720	15	4	225,847	4	2
Other government departments..	43,279	9	6	6,228	6	7
Railage on purchases..	16,275	19	9	8,114	10	5
Railage on sales, etc..	17,837	14	2	6,369	8	2
Total..	3,406,441	15	6	711,356	4	0

PRINCIPAL RECEIPTS.

Statement of principal receipts from all sources during periods January to March, 1917, and April, 1917, to March, 1918, compared with similar details for 1916:—

Material.	Financial Year, 1917-1918.	January- March, 1917.	Calendar Year, 1916.
Boots and shoes..	£ 194	—	—
Brake gear..	35,229	£ 4,795	£ 20,362
Bridgework..	3,426	9,171	7,451
Cement..	51,173	20,833	100,273
Clothing and uniforms..	46,382	4,481	58,594
Catering supplies..	66,998	12,040	56,539
Coal (steam and smithy)..	588,320	137,192	570,727
Copper..	21,683	6,482	12,888
Iron and steel..	230,406	27,598	75,890
Other metals..	146,019	22,907	77,999
Iron (galvanized, corrugated and plain)..	23,338	4,860	20,021
Coke..	10,285	1,846	6,803
Drugs..	4,097	989	4,779
Electrical material..	47,323	17,065	56,507
Explosives..	2,525	432	4,126
Fencing material..	6,684	2,045	14,658

PRINCIPAL RECEIPTS.—*Continued.*

Material.	Financial Year, 1917-1918.	January- March, 1917.	Calendar Year, 1916.
Forage and provender.. . . .	£ 27,084	£ 5,437	£ 39,554
Live stock.. . . .	9,297	2,324	12,157
Machinery.. . . .	13,821	5,400	15,254
Oils, etc..	133,633	28,994	96,913
Provisions and rations.. . . .	92,439	18,320	60,507
Piping (all kinds)..	20,035	4,730	19,218
Rolling stock.. . . .	248,728	45,447	527,889
Locomotive, carriage and wagon spares..	428,779	170,152	389,981
Rope.. . . .	32,992	6,087	18,922
Stationery and printed forms.. . . .	67,664	11,988	54,239
Timber and joinery.. . . .	336,399	46,336	172,886
Telegraph material.. . . .	2,916	255	4,765
Signal material.. . . .	5,040	1,314	1,142
Tarpaulins.. . . .	6,458	6,108	—
Varnish.. . . .	10,171	5,990	8,151
Waste, cotton and wool.. . . .	13,948	2,149	16,172
Rails and fastenings.. . . .	20,078	8,559	239,237
Sleepers.. . . .	122,481	16,208	332,331
General.. . . .	1,155,450	277,462	946,378
Total.. . . .	£4,031,495	£935,996	£4,043,313
Ex High Commissioner.. . . .	£ 625,053	£224,640	£1,264,825
Ex South African purchases.. . . .	3,406,442	711,356	2,778,488
Total.. . . .	£4,031,495	£935,996	£4,043,313

PURCHASES AND PRICES OF MATERIAL.

In the period under review great difficulty has been experienced in obtaining supplies. The difficulties in this connection have increased since the United States of America declared war. Offers by local merchants from open stocks have generally been subject to short-time options, and the regulations laid down for the purchase of stores have, of necessity, had to be modified or departed from. The prices paid compare favourably with those paid by other buying corporations. Prices advanced during the year, and the following shows the increased cost of specified items:—

Material.	Average Prices.								
	1916.			1917.			1918.		
	£	s.	d.	£	s.	d.	£	s.	d.
Sal ammonia, per pound.. . . .			7½			1 1			1 4½
Oil, raw linseed, per gallon.. . . .	3	2				8 9			14 0
“ boiled linseed, per gallon.. . . .	4	1				8 9			16 6
Cotton waste, per pound.. . . .			4½			8½			9
Woollen waste, per pound.. . . .			5½			10			109¼
Copper, bar, per pound.. . . .	3	1½				3 9			4 6
Tin, ingot, per pound.. . . .	2	3				3 11			3 3
White lead in oil, per 100 pounds.. . . .	3	5 0		5	0 0		5	15 0	
Putty, per pound.. . . .			3¼			5			9
Mild steel plates, per 100 pounds.. . . .	1	6 0		3	0 0		4	0 0	
Carbide, per 100 pounds.. . . .	2	5 0		3	15 0		5	5 0	
Deals, 9-inch by 3-inch, per foot.. . . .			1 1½			1 4			1 8
Wire, fencing, per 100 pounds.. . . .	1	7 6		1	18 6		2	0 0	
Bags, grain, each.. . . .			9			1 0			1 4
Turpentine, per case.. . . .	1	16 0		2	0 0		3	8 0	
Iron, galvanized, corrugated, per foot.. . . .			9½			1 9			1 10½
“ galvanized, plain, per 100 pounds.. . . .	1	14 0		5	6 3		4	15 0	
Ridging, galvanized, per 6-foot length.. . . .			7 6			12 6			10 6
Guttering, galvanized, per 6-foot length.. . . .			2 3½			9 0			8 6
Down piping, per 6-foot length.. . . .			2 2			6 9			7 0
Mercury, per 75 pounds.. . . .	28	0 0		58	0 0		40	0 0	
Shovels, round nose, per dozen.. . . .	1	18 0		2	15 0		3	12 6	
“ fireman's, per dozen.. . . .	2	2 0		4	4 0		3	18 0	
“ square nose, per dozen.. . . .	2	15 0		3	12 0		5	8 0	
Picks and beaters, per dozen.. . . .	2	5 0		3	0 0		4	4 0	
Zinc, sheet, per pound.. . . .			1 5			1 10			2 3
Sanitary paper, per dozen rolls.. . . .			7 6			10 3			12 6
Iron (bar), imported, per 100 pounds.. . . .	1	13 6		2	10 0		2	15 0	
Steel, mild, imported, bar, per 100 pounds.. . . .	1	5 11		2	18 9		2	15 0	
Dynamite, per case.. . . .	1	5 9		1	8 0		1	13 0	
Acid, sulphuric, per ton.. . . .	9	0 0		11	10 0		14	0 0	

PERMANENT WAY MATERIAL.

Orders placed in Canada for 100 miles of 80-pound B.S.S. rails and fishplates for delivery during 1917 were unfulfilled on account of the Canadian Government being unable to authorize the manufacture, the steel being required for war purposes.

The Administration is indebted to the Imperial Government for coming to its assistance and sanctioning a contract for 80-pound rails, which was being executed in Australia, being diverted to the South African Railways at their contract price. Shipping was also provided. One consignment of about 4,600 tons has arrived in this country, and a portion is being laid in the Vereeniging-Canada section of the line in order to release 80-pound rails suitable for the maintenance of the main line. At the time of writing a sailing vessel carrying 500 tons of 60-pound rails is off the South African coast ex Canada.

SLEEPERS.

Difficulty has continued to be experienced in securing freight for the transport of imported sleepers. Stocks of sleepers are held in Australia awaiting shipment. Assistance has been rendered by the Admiralty, and with the sailing ships which have been procured and promised, it is hoped to be able to carry on during the forthcoming year. Supplies from Madagascar have ceased on account of the labour which was formerly employed in the forests having been diverted to agricultural pursuits, and the despatch overseas of labour battalions. Increased supplies of sleepers have been obtained from Portuguese East Africa, and contracts have been entered into for future supplies, but the local shipping administration has been unable to utilize to the fullest extent Knysna yellow-wood on account of its inability to secure supplies of creosote. Approximately a quarter of a million sleepers have been received from Australia during the period covered by this report.

TIMBER.

The prices of timber have considerably advanced during the year, but this is due more to increased shipping rates than to increase in the f.o.b. cost of the timber.

GOOD MARKET FOR CANADIAN PAPER IN JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, reports that there is a demand for nearly all kinds of paper in Japan. The attention of those firms wishing to find a market in Japan, is drawn to trade inquiries Nos. 560-564, published in this number of the *Weekly Bulletin*.

For the information of Canadian paper mills, it may be of interest to give the various paper sizes which are most acceptable to the trade:—

Book paper of all kinds, 25 by 37 or 31 by 43.
Bonds, 18 by 23 (13 pounds up).
Greaseproof vegetable parchment, onion skin, etc., 20 by 30.
Account book papers, 32 by 44.
Kraft papers, 36 by 48.
News comes in various sized sheets or rolls.

PRICE OF ALUMINIUM IN GREAT BRITAIN.

The price at which the British Government are prepared to sell their stock of aluminium, says the *British Board of Trade Journal*, has been reduced to £150 per ton for 98/99 per cent ingot, at which price steps have been taken to stabilize the market. Arrangements have been made in regard to these stocks that they shall be disposed of in such a way as to avoid dislocation in the aluminium industry.

NOTES OF INTEREST FROM CHILE.

CONTRIBUTED BY JORGE MALLET.

Valparaiso, December 19, 1918.—In view of the disastrous slump in exchange since the cessation of hostilities and the consequent aggravation of the already unsupportable cost of living, the Government are seriously considering what steps are possible to adopt in order to put a stop to the discreditable speculations on the exchanges of Valparaiso and Santiago.

The question of internal transport is, and always has been, a vital one. Produce rots in one district while people starve with hunger in another for the want of it. That is why foreign competition is so formidable a factor, because the difficulties of ten thousand miles of marine transport are generally less than are five hundred miles of railway transport in Chile.

The municipalities of Valparaiso and Santiago have opened market stalls for the sale of bread at 60 cents per kilogramme, while the domestic deliveries are made at \$1 per kilogramme, more or less.

A Bill has been approved by the Council of State for discussion during an extraordinary session, authorizing the President of the Republic to suspend, during his discretion, the exportation of cattle or foodstuffs in any or all ports of the Republic according to the condition of stocks and domestic requirements.

Also to suspend during 1919 the import duties on all cattle or sheep entered via the Cordillera de los Andes; and authorizing the President to spend up to \$500,000 in the purchase of foodstuffs for retailing at cost price to the public.

One result of the precariousness of the unstable value of the national currency is a deficit for the year of some forty-one million pesos of 13 pence in the State railway estimates. This is being partially met by an increase of freights and fares of about 25 per cent.

The President has been authorized by special law to exempt all foreign diplomatic representatives in Chile from the payment of municipal rates or Government taxes under the same conditions as are observed with respect to Chilean diplomatic representatives in foreign countries.

TRACTION ATTACHMENTS DESIGNED TO BE COMBINED WITH AUTOMOBILES FOR USE AS FARM TRACTORS EXEMPT FROM DUTY.

Memorandum of the Department of Customs of February 24, 1919 (No. 2288-B.)

An Order in Council (P.C. 383) has been passed as follows:—

“His Excellency the Governor General in Council on the recommendation of the Minister of Finance, and under the provisions of section 92 of the Consolidated Revenue and Audit Act, is pleased to order and it is hereby ordered that from the seventh day of February, 1919, and until otherwise provided for, authority be granted for remission and refund of the customs duty on traction attachments designed and imported to be combined with automobiles in Canada for use as traction engines for farm purposes and parts thereof for repairs.”

In order to expedite importation and delivery of the above articles, they may be entered at the custom house as free of ordinary duty and war tax, on the usual form of entry for home consumption (B-1) until otherwise provided for.

The articles should be set forth in the entry in the words by which they are above described.

PRELIMINARY STATEMENT OF THE TRADE OF CANADA FOR DECEMBER.

Prepared by the Dominion Bureau of Statistics, Ottawa.

Month, Nine Months, and Twelve Months ending December, 1916, 1917 and 1918.

	Month of December.				Nine Months ending December.				Twelve Months ending December.			
	1916.		1917.		1918.		1917.		1916.		1917.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
IMPORTS FOR CONSUMPTION.												
Dutiable goods	38,177,116	36,363,034	39,264,939	39,264,939	330,791,068	426,719,371	385,525,165	422,173,311	422,173,311	557,036,509	511,125,417	
Free goods	29,723,418	25,271,628	34,086,326	34,086,326	271,850,406	335,662,916	311,290,175	344,328,201	344,328,201	447,435,207	395,829,483	
Total imports (mdse.)	67,900,534	61,634,662	73,351,265	73,351,265	602,641,474	762,382,287	706,815,340	766,501,512	766,501,512	1,005,071,716	906,954,900	
Duty collected	12,085,082	10,800,805	11,972,104	11,972,104	106,378,725	125,796,825	119,057,832	139,002,178	139,002,178	167,041,330	154,849,472	
EXPORTS.												
Canadian Produce—												
The mine	8,457,039	5,026,041	5,626,697	5,626,697	63,725,560	55,498,616	57,446,539	81,281,244	81,281,244	77,389,963	75,708,425	
The fisheries	2,630,149	3,016,059	3,712,367	3,712,367	18,075,556	21,510,180	22,485,801	24,349,835	24,349,835	28,322,877	33,577,772	
The forest	4,262,423	3,436,909	4,991,252	4,991,252	46,138,448	42,512,114	56,048,614	55,224,919	55,224,919	52,280,875	65,436,204	
Animal produce	12,882,235	11,433,910	21,819,189	21,819,189	93,586,906	136,353,322	140,017,573	117,909,753	117,909,753	170,561,884	176,407,332	
Agricultural products	47,215,553	91,216,447	38,871,623	38,871,623	317,451,445	475,338,068	228,149,278	364,605,703	364,605,703	531,300,259	320,524,859	
Manufactures	54,261,266	33,635,790	32,266,381	32,266,381	317,841,414	522,873,430	438,954,606	440,477,143	440,477,143	682,431,692	552,683,692	
Miscellaneous	330,509	246,763	686,892	686,892	4,810,484	3,509,235	4,172,945	7,857,806	7,857,806	5,052,305	5,369,960	
Total exports, Canadian	130,037,174	148,411,919	107,974,401	107,974,401	861,629,813	1,257,504,900	947,275,356	1,091,706,403	1,091,706,403	1,547,340,855	1,229,708,244	
Foreign produce	2,496,831	2,475,129	2,654,121	2,654,121	17,024,962	35,344,824	21,926,129	20,738,599	20,738,599	46,155,194	32,723,309	
Total exports (mdse.)	132,534,005	150,887,048	110,628,522	110,628,522	878,654,775	1,292,939,724	969,201,485	1,112,445,002	1,112,445,002	1,593,496,049	1,262,431,553	
AGGREGATE TRADE.												
Imports for consumption	67,900,534	61,634,662	73,351,265	73,351,265	602,641,474	762,382,287	706,815,340	766,501,512	766,501,512	1,005,071,716	906,954,900	
Exports—												
Canadian produce	130,037,174	148,411,919	107,974,401	107,974,401	861,629,813	1,257,504,900	947,275,356	1,091,706,403	1,091,706,403	1,547,340,855	1,229,708,244	
Foreign produce	2,496,831	2,475,129	2,654,121	2,654,121	17,024,962	35,344,824	21,926,129	20,738,599	20,738,599	46,155,194	32,723,309	
Total trade	200,434,539	212,521,710	183,979,787	183,979,787	1,481,296,249	2,055,322,011	1,676,016,825	1,878,946,514	1,878,946,514	2,598,567,765	2,169,386,453	

NEW INCORPORATIONS.

Dominion.

The Montreal Brush Mfg. Co., Ltd. Incorporators: Walter Seely Johnson, barrister; Alexander Rives Hall, King's counsel; Rhoda Mary Husband, Josie Edwards and Gertrude Susan O'Brien, secretaries—all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Quebec.

Langlois-Smith Fur Company, Limited. Incorporators: Hugh McKay, King's counsel; John McNaughton, advocate; and Robert Houston, James Geary Cartwright and James Burnett Taylor, managers—all of Montreal. Capital, \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

Brantford Roofing Company, Limited. Incorporators: William David Schultz, James Adams and Charles Morton Thompson, manufacturers; and Frederick William Ryerson, wholesale merchant, and William Thomas Henderson, one of His Majesty's counsel—all of Brantford. Capital, \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Brantford.

Supplementary letters patent have been issued changing the name of "La Compagnie de Commerce Universel des Produits Canadiens, Limitée" (The Universal Trade of Canadian Products Company, Limited), to that of "Les Produits Canadiens, Limitée" (Canadian Products, Limited). Chief place of business, Montreal.

Supplementary letters patent have been issued increasing the capital stock of "The Canada Atlantic Grain Company, Limited," from \$100,000 to \$300,000. Head office, Winnipeg.

Ontario.

Acme Electro-plating Company, Limited. Incorporators: Walter Edmund Lewis, manufacturer; Mabel Lilian Lewis, married woman; James Harvey Bone, solicitor; Albert Oscar Llewellyn Burnese, student-at-law; and Margaret McPhee, accountant—all of Toronto. Capital, \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Standard Soap Company, Limited. Incorporators: Frank Simon Hutner, Herman Hutner, and Henry Myron Marshack, merchants; Samuel Max Mehr, solicitor; and Edith Morrison, stenographer—all of Toronto. Capital, \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

The Royal Street Cheese and Butter Company, Limited. Incorporators: Edward Rose, Nelson Ostrander, and William Loney, farmers; and George Eli McConnell, cheesemaker—all of South Marysburgh, Prince Edward County, Ontario; and Benjamin Cole and Wilfred McConnell, Athol, Prince Edward County, farmers. Capital, \$5,000, divided into 200 shares of \$25 each. Head office, Milford, Prince Edward County.

Roddick and Crozier Telephone Company, Limited. Incorporators: Albert Bone, William John Wilson, Amos Edgar Lowe, Duncan Taylor McPhee, and William Wilson—all of the township of Roddick, District of Rainy River, farmers. Capital, \$10,000, divided into 400 shares of \$25 each. Head office, Fort Frances, district of Rainy River.

Toronto Drug Stores, Limited. Incorporators: Erell Chester Ironside, barrister-at-law; Frank Todd, and Charles Eagle Garrard, accountants; Mildred Ellard, stenographer; and Alexander Paton, company manager—all of Toronto. Capital, \$40,000, divided into 4,000 shares of \$10 each.

A. T. Howe and Son, Limited. Incorporators: Joseph Max Bullen, Norman Stuart Robertson and Harold Learoyd Steele, barristers-at-law; Agnes Porter Traill, accountant; and Lena Duff, stenographer—all of Toronto. Capital, \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

M. and M. A. Deans, Limited. Incorporators: Mathew Deans and James Donald Deans, both of Sprucedale, in the district of Parry Sound, manufacturers; Mathew Allan Deans, manufacturer; and Arthur Boyd Thompson, barrister-at-law—both of Orillia; and Mary Elizabeth Hobley, married woman, Barrie. Capital, \$40,000, divided into 400 shares of \$100 each. Head office, Sprucedale.

The Bonfield Co-operative and Trading Company, Limited. Incorporators: William John O'Connor, junior, merchant; Louis Boissoneault and Eugene Menard, farmers; and Archie Joseph Sequin, drover—all of Bonfield, in the district of Nipissing; and Alexander Boulanger and Frederick Boulanger, both of Grand Desert, farmers. Capital, \$20,000, divided into 200 shares of \$100 each. Head office, Bonfield.

Eureka Molybdenite Corporation, Limited. Incorporators: Edward Jackson Syme, traveller; John Gustar Patterson, auditor; John William Cox, contractor; Edwin Chilver Bastedo, banker; and Frederick Marsh, actuary—all of Toronto. Capital, \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Toronto.

Freifeld-Schipper, Limited. Incorporators: Jessie Freifeld and Bessie Schipper, married women; Nathan Benjamin Schipper and Louis Freifeld, furriers; and Abraham Cohen, barrister-at-law—all of Toronto. Capital, \$35,000, divided into 350 shares of \$100 each. Head office, Toronto.

McKnight, Ross and Douglas, Limited. Incorporators: Arthur Lorne Reid, barrister-at-law; Edna Fitzsimons, Charles Herbert Croft Leggott, and Archibald MacLean Borthwick, accountants; and William Walter Perry, company secretary—all of Toronto. Capital, \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Consolidated Stampings and Enamelling, Limited. Incorporators: Edwin George Long, Albert Mearns, and Harry Sutherland Sprague, solicitors, and Katherine Doherty and Jennie Helen Miller, stenographers—all of Toronto. Capital, \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

International Cloak and Raincoat Company, Limited. Incorporators: Isaac Wursthof, manufacturer; Morris Wursthof, salesman; Ida Wursthof, married woman; and Carl Max Herlich and Austin Gregory Ross, barristers-at-law—all of Toronto. Capital, \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

United Fur Co., Limited. Incorporators: Saul Samuel, Harry Lang and Louis Rose, furriers; Margaret Brown Adams, book-keeper; and Abraham Cohen, barrister-at-law—all of Toronto. Capital, \$30,000, divided into 600 shares of \$50 each. Head office, Toronto.

Norton Tool and Machine Co., Limited. Incorporators: Henry Arthur Ritchie, Henry Parkes, Reuben Norton, and Alfred Henry Chinn, toolmakers; and Edith Elizabeth Ritchie, married woman—all of Toronto. Capital, \$40,000, divided into 800 shares of \$50 each. Head office, Toronto.

Eisman and Company, Limited. Incorporators: John Antliff Kent, accountant; Maxwell Cline Purvis, barrister-at-law; and Guy Meredith Jarvis, Edward Harold Saer, and Wilfred Campbell Milne, student-at-law—all of Toronto. Capital, \$250,000, divided into 2,500 shares of \$100 each, of which 1,000 shares shall be preference shares. Head office, Toronto.

The Delmer Farmers Co-operative Club, Limited. Incorporators: Jesse Hugh Minshall, Wilbur Charles Prouse, Everett Ryerson Goodhand, Joseph Williamson and Irvin Curtis—all of the township of Derham, Oxford county, farmers. No share capital. Head office, Tillsonburg.

Farrelly Brothers, Limited (Manitoba incorporation). Licensed to operate in Ontario as general contractors and manufacturers provided it does not use in the province any larger amount of capital than \$20,000.

The Koppers Company (Pennsylvania incorporation). Authorized to design, build and operate, for itself or other persons, works for the manufacture of coke and other coal products—provided it shall not use in Ontario any larger amount of capital than \$40,000.

The John Inglis Company, Limited (Dominion incorporation). Supplementary provincial license authorizing the corporation to use in Ontario, capital to the extent of \$1,000,000.

The London Advertiser Company, Limited. Supplementary letters patent issued increasing the capital stock from \$100,000 to \$300,000 by the creation of 2,000 shares of new stock of \$100 each; and converting the company into a private company.

The Huether Brewery, Limited. Corporate name of The Berlin Lion Brewery, Limited, changed to that of The Huether Brewery, Limited.

A. S. Richardson, Limited. Corporate name of Canada Importing and Produce Company, Limited, changed to that of A. S. Richardson Company, Limited.

Charters surrendered.—Toronto Construction Company, Limited; Investments and Securities, Limited; Alloy Steel Works, Limited; Kieselguhr Company, of Canada, Limited.

AMERICAN POTASH INDUSTRY FACING CRISIS.

(United States Official Bulletin.)

The present is a critical time for the potash industry recently established in the United States, according to H. S. Gale, of the United States Geological Survey. Prior to the war this country used more than 1,000,000 tons (gross weight) of potash salts each year, and it has been supposed that the cutting off of a large part of this supply was a keen deprivation, particularly to the farmer, by whom it was used for fertilizer. This foreign supply has not been available during the war, and with much energy and enthusiasm a domestic production equivalent to about one-fourth the former importation has been built up.

Now, however, it is unexpectedly disclosed that there is little or no market for potash either at the high prices that have prevailed or even at a considerably lower price. No satisfactory explanation of this situation seems to be offered.

Approximately 100,000 tons (gross weight) of potash salts, produced in Nebraska in 1918, are reported as lying in storage warehouses, distributed throughout the South-eastern states, which is the region where potash is principally consumed. This is of the same quality that was used in 1917 and is immediately available to the fertilizer manufacturer or the farmer. Potash of other sorts from various sources is also reported unsold, though in smaller quantities.

As this surplus represents approximately half the relatively small domestic production and as potash from foreign sources has not been available during the year, it is difficult to explain this apparent lack of interest in the present small domestic supply.

Foreign potash cannot be delivered in time to be used for the next season's crops, so that if the present stocks of domestic potash are not sold very soon fertilizers for the spring season will again be made in a form deficient in this essential constituent.

THE PROPOSED SUBSIDY FOR GOLD PRODUCTION.

(London Chamber of Commerce Journal.)

A few months ago a committee consisting of Lord Inchcape, Sir Thomas Elliott, Sir Charles Addis, and Mr. W. H. A. Goschen was appointed to consider and report upon the effect of the war upon the gold production of the British Empire with reference more particularly to the treatment of low-grade ores, and how far it may be of importance to the national interests to secure the continuance of the treatment of such ores, and generally how to stimulate the production of gold.

THE DECLINE IN GOLD PRODUCTION.

The committee's report has now been issued and does not recommend any bounty or State subsidy for gold production. The position of the mines is that the war has caused a continuous rise in working costs which, owing to the fixed value of gold for purposes of currency, cannot be passed on to the purchaser. The effect is that ore which could formerly be mined at a profit ceases to be payable. The committee find that, taking the period of the war as a whole, the production of gold in the Empire exceeded the production during the corresponding period immediately preceding it. A decline appeared for the first time in 1917 when, as compared with 1916, there was a reduction in the value of gold produced in the Empire of £3,429,415. In 1918 a further fall of £4,652,207, as compared with the 1917 production, is estimated. The decline in the Transvaal in 1917 was due to a combination of shortage of explosives and shortage of labour. In 1918 it was due mainly to the shortage of labour and not to any large extent to the war. The decline in Australasia was normal and due in the main to natural causes, but it was accelerated by the increase of costs and decrease in efficiency of labour caused by the war. The committee found that up to the date of their appointment (September, 1918) the treatment of low-grade ore in the Transvaal had not, to any extent which can be determined, been reduced by the war. From the point of view solely of gold production the abandonment of the treatment of low-grade ore in favour of higher grade ore will not within any measurable period reduce the total output of the Empire. The continuance of the working of low-grade mines which are unable to work at a profit to themselves is not therefore a matter of any great importance to national interests.

THE COMMITTEE'S FINDINGS.

The committee consider a subsidy for the production of gold to be fundamentally unsound. Gold has been adopted as the standard of value because, by reason of the operation of natural causes, it is available in such quantities and at such a cost of production in terms of other commodities as to give it a more or less stable value. Its value in terms of commodities is directly influenced by the laws of supply and demand. Periods of increased gold production, following on the discovery of further deposits of gold capable of extraction at a low cost, have been marked by an increase in the price of commodities. The exhaustion of these sources of supply has been accompanied by a decline in the price of commodities. The intention of the subsidy suggested by the gold producers is to enable gold to be produced which otherwise would not, conformably with the economic laws of supply and demand, be produced at all. Other things being equal, the result would be that the purchasing power of the whole of the world's gold would be diminished *pro tanto*. The value, in terms of gold, of the commodities for which it is exchanged would rise. It is undoubtedly desirable that considerable gold reserves should be held in this country, but the most important function of a gold reserve is that gold from the reserve should be available for export at the standard price when required to meet foreign indebtedness. The committee think it essential to preserve a free market in gold, but clearly it would not be a business proposition to do so if we had to pay £4 10s. 3d. for an ounce of gold in order to export it at £3 17s. 10½d. We can only maintain our gold reserves in Great Britain if the value of our exports, visible and invisible, exceeds on the balance the value of our imports. If we want gold and cannot produce it at a profit, we must depend on our capacity to render services and to produce at a profit the commodities wanted elsewhere by the holders of gold, and to do so we must adjust our prices to world prices. We shall not be able to keep gold which we acquire by means of a subsidy if the balance of trade is against us, and apart from the shareholders in gold-mining concerns whose gain would be merely temporary, the only people who would benefit by the subsidy would be the foreign purchaser of the gold.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending February 21, 1919	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—					
C.P.R.	2,680,032	221,359	420,139	169	3,321,699
Consolidated Elevator Co.	1,388,269	32,000	73,845	10,910	1,505,024
Empire Elevator Co.	1,231,476	129,355	117,441	61,181	1,539,453
Ogilvie Flour Mills Co.	1,197,481	52,997	241,677		1,492,155
Western Terminal Elevator Co.	1,630,845	38,055	39,716	74,591	1,783,207
G.T. Pacific	4,679,186	387,223	291,882	82,245	5,440,536
Grain Growers' Grain Co.	1,171,890	449,266	464,444		2,085,600
Fort William Elevator Co.	975,307	275,590	138,891	32,383	1,422,171
Eastern Terminal Elevator Co.	1,052,283	67,519	140,383		1,260,135
Northwestern Elevator Co.	818,522				818,522
Port Arthur—					
Port Arthur Elevator Co.	5,091,243	741,820	1,155,732		6,988,795
Sask. Co-operative Elevator Co.	1,778,291	172,048	112,978	110,177	2,173,494
Canadian Government Elevator.	1,858,075	370,751	230,735	134,247	2,593,808
				2,113	2,113
Can. Govt., for Imperial Government.					
Thunder Bay	912,796	143,362	150,914	43,258	1,250,330
Davidson & Smith	464,193	209,235	193,876		867,304
Eastern-Richardson.	1,039,339	125,766	74,753	59,293	1,299,151
Total Terminal Elevators.....	27,969,228	3,416,346	3,847,406	610,567	35,843,547
Saskatoon Can. Govt. Elevator.....	524,998	1,022,516	122,838	1,028	1,671,380
Moosejaw Can. Govt. Elevator.....	1,003,388	582,631	67,675	*1,763	1,662,964
Calgary Can. Govt. Elevator.....	975,898	872,582	147,790	2,735	2,026,337
Vancouver Can. Govt. Elevator	343,252	162,833	7,674	†4,772	513,759
				*2,101	
				*22,008	
				†5,959	
Total Interior Terminal Elevators.	2,847,536	2,640,562	345,977	40,365	5,874,440
Depot Harbour.....	244,336				244,336
Midland—					
Aberdeen Elevator Co.	434,157				434,157
Midland Elevator Co.	1,466,540	1,650		*106,373	1,574,563
Tiffin, G.T.P.	1,639,019				1,639,019
Port McNicol.	1,691,143	1,045	111,974		1,804,162
Collingwood.	146,098				146,098
Goderich—					
Elevator & Transit Co.	800,968				800,968
West Canada Flour Mills Co., Ltd.	642,679				642,679
Elevator & Transit Co.—Grain afloat.	540,893				540,893
Kingston—					
Montreal Transportation Co.					
Commercial Elevator Co.	1,413	20,001			21,414
Port Colborne Dom. Govt. Elevator	1,905,425				1,905,425
" Maple Leaf Milling Co., Ltd.	1,261,409				1,261,409
Prescott.....					
Montreal—					
Harbour Commissioners No. 1.....	2,374,695	65,922	225,478	14,776	2,680,871
" " No. 2.....	298,117	657,416	260,789		1,216,322
Montreal Warehousing Co.	1,150,153				1,150,153
Quebec Harbour Commissioners.	874,522	255,046	2,292		1,131,860
West St. John, N.B.	450,324	17,341	119,871		587,536
Halifax, N.S.	351,068				351,068
Total Public Elevators.....	16,272,959	1,018,421	720,404	*106,373	18,132,933
				†10,730	
Total quantity in store.	47,089,723	7,075,329	4,913,787	631,207	59,850,920

†Corn. * Rye.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended February 21, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		32,260	179,239		211,499
No. 1 Northern		8,282,648	1,904,902	7,897,304	18,084,854
No. 2 "		4,149,444	224,213	2,719,598	7,093,255
No. 3 "		4,777,290	118,405	1,934,273	6,829,968
No. 4 Wheat		4,216,739	41,687	1,884,583	6,143,009
No. 5 "		2,274,932	24,306	594,549	2,893,787
No. 6 "		2,826,094	4,504	283,155	3,113,733
Other		1,409,821	93,340	959,497	2,462,658
Australian			256,940		256,940
Totals		27,969,228	2,847,536	16,272,959	47,089,723
Oats—					
No. 1 C. W.		1,707	3,800	1,902	7,409
No. 2 "		268,322	516,281	84,270	869,373
No. 3 "		560,211	374,344	39,722	974,277
Ex. No. 1 Feed		353,876	437,675	97,750	889,301
No. 1 Feed		411,917	536,818	169,994	1,118,729
No. 2 "		1,047,659	616,112	103,115	1,766,886
Other		772,154	155,532	521,668	1,449,354
Totals		3,416,346	2,640,562	1,018,421	7,075,329
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 3 C. W.		1,443,897	106,949	228,858	1,779,704
No. 4 "		1,449,923	127,186	161,470	1,738,579
Feed		286,207	21,556	21,423	329,186
Rejected		358,314	35,554	168,837	562,705
Other		307,925	54,732	139,816	502,473
Totals		3,847,406	345,977	720,404	4,913,787
Flax—					
No. 1 Northwestern Canada	1,188	353,171	4,014		358,373
No. 2 C. W.	527	178,249	410		179,186
No. 3 "	398	69,223	907		70,528
Rejected			27		27
Imperial Govt.			181		181
Other		7,811	325	14,776	22,912
Totals	2,113	608,454	5,864	14,776	631,207
Corn				10,730	10,730
Rye			106,373	23,771	130,144
Total quantity in store		35,843,547	5,874,440	18,132,933	59,850,920

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East and Afloat on February 21, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>February 21, 1919—</i>			
Terminal elevators.....	27,969,228	7,874,319	35,843,547
Interior terminals.....	2,847,536	3,026,904	5,874,440
Public elevators in the East.....	15,732,066	1,859,974	17,592,040
Afloat	540,893	.....	540,893
Total.....	47,089,723	12,761,197	59,850,920
<i>February 22, 1918—</i>			
Terminal elevators.....	5,478,654	7,234,730	12,713,384
Interior terminals.....	1,163,927	3,223,997	4,387,924
Public elevators in the East.....	5,987,702	3,090,960	9,078,662
Afloat	2,691,868	.....	2,691,868
Total	15,322,151	13,549,687	28,871,838
<i>February 23, 1917—</i>			
Terminal elevators.....	23,028,778	14,375,618	37,404,396
Grain afloat.....	89,245	101,331	190,576
Interior terminals.....	5,128,763	2,600,842	7,729,605
Public elevators in the East.....	3,331,725	6,037,097	9,368,822
Total.....	31,578,511	22,114,888	54,693,399
<i>February 26, 1916—</i>			
Terminal elevators.....	31,995,776	10,846,820	32,842,596
Grain afloat.....	2,425,386	974,311	3,399,697
Interior terminals.....	2,074,756	651,131	2,725,887
Public elevators in the East.....	5,468,197	4,042,244	9,510,441
Total.....	31,964,115	16,514,506	48,478,621
<i>February 25, 1915—</i>			
Terminal elevators.....	4,915,628	3,316,334	8,231,962
Grain afloat.....	283,132	.....	283,132
Interior terminals.....	1,600,466	855,206	2,455,672
Public elevators in the East.....	3,446,986	2,875,561	6,322,547
Afloat.....	113,441	.....	113,441
Total.....	10,359,653	7,047,101	17,406,754
<i>February 26, 1914—</i>			
Terminal elevators.....	10,700,086	7,541,787	18,241,873
Grain afloat.....	4,083,630	3,310,060	7,393,690
Public elevators in the East.....	4,534,146	2,853,626	7,387,772
Afloat.....	110,719	.....	110,719
Total.....	19,428,581	13,705,473	33,134,054

CANADIAN GRAIN STATISTICS—*Concluded.*

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending February 21, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.			38,272	38,272
C.P.R., West St. John, N.B.	2,592	633,310		635,902
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	351,700	85,074	18,575	455,349
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,514	97,875		862,389
Quebec Harbour Commissioners, Quebec	159,726			159,726
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	80,405	530,384
Halifax, N.S., C.G.R.				—
Port McNicol, C.P.R.	1,678,808	39,264		1,718,072
Goderich Elevator and Transit Co.				—
St John, N.B., Can. Nat. Ry	8,313	337,609		345,922
Midland Elevator Co., Midland, Ont.		664,200		664,200
Total	4,487,021	1,891,143	137,252	6,515,416

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

455. **Wood-pulp.**—A Genoa representative wishes to get in touch with Canadian houses prepared to export wood-pulp.

456. **Wood-pulp.**—An important firm of commission agents in Genoa would welcome correspondence from Canadian houses desirous of opening trade with Italy in wood-pulp.

457. **Wood-pulp.**—A firm in Turin which imports raw material for Italian paper-makers would like to hear from Canadian houses exporting wood-pulp.

458. **Wood-pulp.**—Papermakers at Turin inquire for Canadian wood-pulp.

459. **Wood-pulp.**—A Turin firm of papermakers seeks connections in wood-pulp with Canada.

460. **Wood-pulp.**—An important firm manufacturing paper at Turin is anxious to obtain supplies of wood-pulp from Canada.

461. **Wood-pulp.**—Papermakers at Verzuolo, Italy, wish to purchase Canadian wood-pulp.

462. **Wood-pulp.**—An important firm manufacturing paper at Fabriano, Italy, would handle Canadian wood-pulp.

463. **Wood-pulp.**—A firm of import merchants at Genoa, Italy, would be glad to enter into relations with Canadian wood-pulp firms.

464. **Wood-pulp.**—A Milan, Italy, papermaker would be glad to hear from Canadian wood-pulp exporters.

465. **Wood-pulp and papermaking machinery.**—A Genoese firm of representatives would handle Canadian wood-pulp and papermaking machinery.

466. **Fish, lumber, asbestos, mica and zinc.**—An important firm in Genoa, Italy, which acts as commission agents is desirous to open up trade with Canada in cod-fish, tinned fish, lumber, asbestos, mica and zinc.

467. **Grain, lumber and metals.**—A firm of commission agents of Naples wishes to hear from Canadian exporters of grain, lumber and metals.

468. **Food products and tools.**—A firm of commission agents of Milan inquires for Canadian food products and tools.

469. **Metals.**—An important firm of metal merchants in Milan desires connections with Canadian firms exporting minerals, metals and metal alloys.

470. **Shovels and barbed wire.**—A firm of merchants in St. John's, Newfoundland, wishes to get into immediate communication with Canadian manufacturers of long-handled square and pointed shovels and manufacturers of barbed wire.

471. A very important firm of British manufacturers would like to purchase in the Canadian market the following intermediates:—

Alphanapthylamine.

Aniline oil for red.

Benzidine base paste.

Beta naphthol.

Broenner acid.

Bayer salt.

Benzaldehyde.

Benzol chloride.

Benzidine sulphate.

Benzyl chloride.

Benzoic acid.

Benzidine.

Benzol tri chloride.

Chromotropic acid.

Diethylaniline.

Dinitro phenol.

Dinitrochlorbenzol.

Dinitro toluol.

Dinitro naphthaline.

Dianididin.

Dinitro oxydiphenylamine.

Gamma acid.

G. salt.

H. acid.

Monosulfonic acid.

Meta toluylene diamine.

Meta phenylene diamine.

Monoethylaniline.

Michler's ketone.

Meta toluine diamine.

Meta phenylamine diamine.

Meta dinitro toluol.

Neville winther acid.

Napthionic acid.

Nitro benzol.

Nitrotoluol.

Nitro naphthalin.

Ortho nitro toluol.

Ortho toluidine.

Ortho nitro phenol.

Ortho anisidine.

Paranitraniline.

Para nitro acetanilid.

Para nitro toluol.

Para tolindine.

Phthalic anhydride.

Phosphorus oxy chloride.

Paramidophenol base.

Paramidophenol H.C.L.

Paranitrotoluol.

Paraphenylenediamine.

Para nitro phenol.

Para toluidine.

Para amido phenol.

Phenolphthaleine.

Permanganate of potash.

R. salt.

Schaeffer salt.

Sodium naphthionate.

Sodium acelate.

Tolidine.

Toluidine.

Technical acetanilid.

Xylidine.

472. **Agency.**—A trading company having offices in New York, London, and Bucharest, Roumania, and proposing to establish offices in other centres of the Balkan peninsula, would be glad to act as agents for Canadian manufacturers who wish to introduce their goods into the Balkan States, particularly Roumania.

473. **Alcohol.**—A Manchester firm is open to consider offers of industrial alcohol. Full particulars and prices delivered Manchester must be submitted.

474. **Confectionery.**—A Manchester firm is open to represent Canadian manufacturers of all kinds of confectionery, particularly chocolates and high-class sweets.

475. **Apples.**—A Manchester firm wishes to hear from exporters of apples with a view to making arrangements for next season's shipments.

476. **Maple strips.**—Maple strips 1½-inch and 1½-inch and 1½-inch and 3-inch are wanted by a firm in Gloucester, England.

477. **Lamp glasses.**—A firm in Gloucester is prepared to act as agents for a Canadian house manufacturing lamp glasses of all kinds.

478. **Fruit bottles.**—A Gloucester, England, firm desires to purchase 2, 3, 4, and 7-pound fruit bottles.

479. **Tractors.**—Canadian manufacturers of tractors, using paraffin or crude oil for preference, who desire to export same, are asked to communicate with a firm in Gloucester, England.

480. **Ploughs.**—A concern in Gloucester, England, desires to import riding ploughs for three furrows reducible to two furrows when the soil is heavy, to be used with two or three horses.

481. **Hay loaders.**—A Gloucester, England, house wants hay loaders.

482. **Lawnmowers.**—Lawnmowers with blades 8 inches to 14 inches are wanted by a concern in Gloucester, England.

483. **Hand and horse hoes.**—A firm in Gloucester, England, is prepared to import horse and hand hoes.

484. **Oil cookers.**—A Gloucester, England, firm desires to be put in touch with Canadian manufacturers of oil cooking stoves.

485. **Vacuum cleaners.**—A concern in Gloucester, England, is prepared to handle a good vacuum cleaner.

486. **Enamelware.**—All kinds of enamelware as used in house or hospital required by a firm in Gloucester, England.

487. **Garden tools.**—A Gloucester, England, firm is prepared to purchase all kinds of garden tools, spades, forks, shovels, etc.

488. **Hay forks.**—A Gloucester, England, firm wants hay forks.

489. **Binder twine.**—Canadian firms in a position to export binder twine are asked to communicate with a firm in Gloucester, England.

490. **Barbed wire.**—A firm in Gloucester, England, wishes to hear from Canadian exporters of barbed wire, thickly set 4-point.

491. **Fancy fencing.**—A Gloucester, England, firm desires to import fancy fencing.

492. **Wire fencing.**—A Gloucester, England, firm desires to import wire fencing.

493. **Spokes.**—A Cheltenham firm desires to import spokes of all sizes for cart and carriage wheels.

494. **Wire nails, bolts and nuts.**—Will Canadian manufacturers of bolts, nuts and wire nails, with supplies either now or in the future for export, write to a firm in Cheltenham?

495. **Files.**—A Cheltenham concern wishes to import files.

496. **Brushes.**—A Cheltenham firm would be glad to hear from a Canadian exporter of brushes.

497. **Brooms.**—A firm in Cheltenham wants to import brooms.

498. **Handles.**—A Cheltenham firm is prepared to purchase hay fork, spade and handles of all kinds.

499. **Coffins.**—Coffins of oak and elm are required by a Cheltenham concern.

500. **Coffin furnishings.**—A Cheltenham firm desires to buy coffin furnishings of brass and imitation brass.

501. **Closet seats.**—A Cheltenham house wants to be put in touch with Canadian exporters of closet seats.

502. **Enamelware.**—A Cheltenham firm wishes to purchase enamelware.

503. **Bolts and nuts, etc.**—A firm in Gloucester, England, would be glad to get into communication with a Canadian manufacturer of bolts and nuts, etc.; they want cup square $\frac{3}{4}$ -inch by $\frac{3}{8}$ -inch to 12-inch by $\frac{1}{2}$ -inch; bright motor hex round hex, general assortment bright washers, taper pins (bright steel), set screws and split washers.

504. **Barbed wire.**—A Gloucester, England, firm asks for quotations on from 15 to 20-ton lots of barbed wire, 4-point, thick set in $\frac{1}{4}$ -cwt. and $\frac{1}{2}$ -cwt. reels, principally the latter.

505. **Wire nails.**—Will Canadian manufacturers of wire nails with supplies for present or future delivery communicate with a firm in Gloucester? Rounds and ovals in all sizes, $\frac{3}{4}$ -inch to 6-inch required, in 1-cwt. gross paper-lined bags and not kegs.

506. **Spokes.**—A Gloucester, England, firm wants dressed oak spokes for coaches XX and XXX, in sizes $1\frac{1}{2}$ -inch to $3\frac{1}{2}$ -inch by 28-inch long. Quotations for 25-case lots (case about 4 feet by 3 feet).

507. **Cardboard.**—A Bristol box manufacturer desires to import cardboard from Canada.

508. **Tractor cultivators.**—A Gloucester, England, firm is prepared to purchase tractor cultivators having solid steel tines from 11 to 15 in number. They should be stronger and wheels higher than ordinary cultivator for use with tractors. Should be at a price which would sell to farmer at from £25 to £30 (\$121 to \$146).

509. **Wood bungs.**—A London firm wishes to purchase quantities of wood shives (bungs), and invites offers from Canadian manufacturers. Samples available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

510. **Paper and board.**—A London paper agent, claiming an established connection among wholesale stationers and paper merchants, wishes to secure the agency for Canadian manufacturers of paper of all classes, and also of manufacturers of board, particularly folding box and cheap greyboards. He would like to receive samples and other information from manufacturers, and is prepared to visit Canada to make arrangements.

511. **Hand seed sowers** required by a Gloucester, England, firm to sow broadcast wheat, barley, rye, turnip, flax, grass seed. To sell to farmer at about 25s. (\$8.08).

512. **Small churns.**—A Gloucester, England, firm has a market for small churns.

513. **Strainers.**—A firm in Gloucester, England, desires to buy strainers of tinned sheet metal.

514. **Stacking elevators.**—Canadian manufacturers of agricultural machinery having stacking elevators for export are requested to communicate with a Gloucester, England, firm.

515. **Limewashing and spraying machines.**—A Gloucester, England, firm has a sale for these machines for spraying potatoes, fruit trees, plants and shrubs; also stationary lime washer. Will Canadian exporters communicate?

516. **Clothes pegs.**—A Bristol firm desires to import clothes pegs.

517. **Horse nails.**—A firm in Gloucester, England, wants to purchase horseshoe nails.

518. **Hay fork handles.**—A Bristol house desires to make connections for after-war trade with a Canadian manufacturer of hay fork handles.

519. **Hoe handles** are required by a firm in Bristol.

520. **Rake handles.**—A Bristol firm is in a position to purchase straight rake handles, $1\frac{1}{2}$ inch in diameter by 4 to 8 feet in length.

521. **Manure fork handles.**—A firm in Bristol wants bent and straight manure fork handles of 4 feet, $4\frac{1}{2}$ feet and 5 feet in length by $1\frac{1}{4}$ inch in diameter.

522. **Navvy pick handles**, 36-inch, 39-inch and 42-inch in length, are wanted by a Bristol firm. Mostly the 36-inch required.

523. **Hammer and sledge handles.**—A firm in Bristol desires to import these handles in the usual sizes.

524. **Hatchet handles** required, 14-inch, 16-inch, 18-inch, 20-inch and 24-inch in length, by a Bristol importer.

525. **Felling axe handles.**—A Bristol importer desires to purchase fawn foot felling axe handles.
526. **Spade, fork and shovel handles** required by Bristol concern.
527. **Mandrill and pick handles.**—These handles are desired by an importer in Bristol.
528. **Dowels.**—A firm in Bristol wants dowels in lengths of 2 feet 6 inches to 6 feet, with a diameter of $\frac{1}{4}$ inch to $\frac{3}{4}$ inch.
529. **Steps.**—A Bristol importer of woodenware would be glad to hear from a manufacturer of light steps with from three to nine treads and about 10 inches between the treads.
530. **Pastry boards,** of white clean wood required by a Bristol house. The pastry boards must not be expensive, and round corners are preferred—in two thicknesses, $\frac{1}{2}$ -inch and $\frac{3}{4}$ -inch, and in sizes 16-inch by 12-inch up to 13-inch by 18-inch.
531. **Broom handles.**—A Bristol concern would be glad to hear from a Canadian exporter of broom handles made of spruce or alder, 50-inch by $1\frac{1}{8}$ -inch and 50-inch by $1\frac{1}{4}$ -inch.
532. **Broom stocks.**—A Bristol brush manufacturer would like to hear from a Canadian exporter of broom stocks, round or half-round, with hole bored or not, 12-inch to 14-inch in length and $2\frac{1}{2}$ -inch to $4\frac{1}{2}$ -inch in diameter.
533. **Wood washboards.**—Washboards, all wood, dovetailed, and 17 inches in height, are wanted by a Bristol firm.
534. **Hay rakes.**—These are required by a Bristol importer with the head about 18 inches long, with 12, 14, 16 or 18 teeth. They should be rough, strong and cheap; the teeth should be put in the heads, and then packed separately from the handles.
535. **Scythe sheaths.**—A firm in Bristol is in a position to purchase scythe sheaths fitted with three slots with iron-ring handles or rings so that they can be moved. Of standard size.
536. **Wheelbarrows.**—A Bristol firm desires to import wheelbarrows for navy and general purposes.
537. **Washers and churns.**—Canadian manufacturers of washers and churns are requested to communicate with a firm in Bristol.
538. **Horse buckets.**—A concern in Bristol is prepared to purchase horse buckets.
539. **Lawnmowers.**—A Bristol firm would be glad to get in touch with a Canadian exporter of lawnmowers.
540. **Tree and hand pruners.**—A Bristol firm will buy tree and hand pruners.
541. **Garden tools.**—A firm in Bristol wishes to import rakes, forks, hoes and general garden tools.
542. **Hammers and hatchets** are wanted by a Bristol concern.
543. **Fly traps.**—A Bristol concern would be pleased to hear from a Canadian exporter of a good trap for catching flies.
544. **Mouse and rat traps.**—A Bristol firm desires to import mouse and rat traps.
545. **Mincers.**—A Bristol house wants to purchase mincing machines.
546. **Can openers.**—A Bristol concern wants to import can openers.
547. **Scales.**—Canadian manufacturers of a reliable household or kitchen scale or balance are asked to write a Bristol firm.
548. **Pokerettes.**—A Bristol firm desires to import pokerettes.
549. **Lanterns** wanted by a Bristol firm.
550. **Bread and cake knives.**—Canadian exporters should write to a Bristol firm.
551. **Egg beaters.**—A Bristol concern wishes to purchase egg beaters.
552. **Clothes pegs.**—Turned or spring clothes pegs are wanted by a firm in Bristol.
553. **Corn brooms.**—Canadian manufacturers of these brooms are requested to write to a firm in Bristol.
554. **Lemon squeezers.**—A firm in Bristol wishes to buy lemon squeezers.
555. **Canned fish.**—A Bristol concern is prepared to purchase young pilchards or herrings in $\frac{1}{2}$ -pound or 1-pound tins packed either in olive oil or a mixture of cotton-seed oil and tomato sauce.

556. **Canned fish.**—A Bristol firm would be glad to hear from Canadian exporters of canned fish.

557. **Canned meats.**—Canadian shippers of canned meats are requested to write to a firm in Bristol.

558. **Dried fish.**—A Bristol firm is in a position to purchase dried fish.

559. **Bolts and nuts.**—A Bristol firm would be glad to get in touch with a Canadian manufacturer of bolts and nuts.

560. **Coated book paper.**—Probably the largest importer of paper in Japan is anxious to obtain 2,000 tons of coated book paper—sizes 25 by 37 and 31 by 43; weight about 60 pounds. In January, 1918, this paper sold at about 11 cents c.i.f. Yokohama; in December, 1918, it sold at 19 cents c.i.f. Yokohama. Canadian mills can therefore see the great increase in the cost of this paper, and can also estimate whether they can compete with these prices. Samples can be seen on application at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

561. **Cloth book-cover paper.**—A large firm of importers in Japan is very anxious to hear from Canadian mills manufacturing book-cover paper such as Interlakin paper. Samples of this paper may be seen on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

562. **Book-cover paper.**—A Tokyo firm desires to receive samples and quotations from Canadian mills manufacturing plain book-cover paper of all colours. Samples of the kind of paper required may be seen on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

563. **Grease-proof paper, vegetable parchment and onion-skin paper.**—A large paper importer in Japan is anxious to receive samples and quotations from Canadian mills manufacturing the above. The usual size demanded on the Japanese market is 20-inch by 30-inch. Large quantities of this kind of paper are sold annually. Samples of the above paper can be seen on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

564. **Writing paper.**—A Tokyo firm which is a large importer of foreign writing paper into Japan is anxious to receive quotations from Canadian mills manufacturing high-class bonds. Samples showing the bond which is very popular amongst the Japanese, can be seen on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

584. **Wood for cricket bats.**—A Sydney, New South Wales, company requires quantities of cottonwood and willow for making cricket bats, and invites correspondence from interested suppliers in Canada as per particulars appearing in report from Canadian Commercial Agent at Sydney in this issue, page .

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Scotian, C.P.O.S. Lines, about March 6; *Melita*, C.P.O.S. Lines, about March 7; *Grampian*, C.P.O.S. Lines, about March 15; *Minnedosa*, C.P.O.S. Lines, about March 22; *Corsican*, C.P.O.S. Lines, about March 26.

WEST ST. JOHN TO LONDON.

Mottisfont, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Lines, about March 20.

WEST ST. JOHN TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about March 3; *Holbrook*, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO MANCHESTER.

Manchester Division, Manchester Line, about March 8; *Manchester Brigade*, Manchester Line, about March 13.

WEST ST. JOHN TO BELFAST.

Fanad Head, Head Line, about March 5; *Lord Antrim*, Head Line, about March 25.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about March 20.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Alston, Head Line, about March 11.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, *Port Elizabeth*, *East London*, *Durban*, and *Delagoa Bay*.
Melville, Elder-Dempster Co., about March 5.

GERMANY'S SUPPLY AND CONSUMPTION OF TIMBER.

(British Board of Trade Journal.)

The *Deutsche Allgemeine Zeitung* points out that despite the almost complete stoppage of building, the demand for timber in Germany has been considerably increased by the war. Huge quantities of timber have been required for the construction of trenches, barracks, etc., as also for the manufacture of rifle stocks, aeroplanes, and transport material. The cellulose demand of the paper factories has had to be covered for the most part from German forests, and there has also been the new cellulose demand of the textile substitute industry to satisfy.

The timber area of Germany before the war amounted altogether to fourteen million hectares, of which four and one-half million hectares were covered with deciduous and nine and one-half million hectares with coniferous timber; six and one-half million hectares of this area were in private possession, four and one-half million hectares were State forests, and 2.3 million hectares were communal forests. The timber yield amounted to about forty million cubic metres of solid timber (nine million cubic metres of fuel timber, and twenty-one million cubic metres of stumps and split timber. Germany took the eighth place among the nations of the world in respect of timber area.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.* (Exports from Canada to Holland are at present prohibited.)

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgess, Suifunskeya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.* (Exports from Canada to Norway, Sweden and Denmark are at present prohibited.)

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
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Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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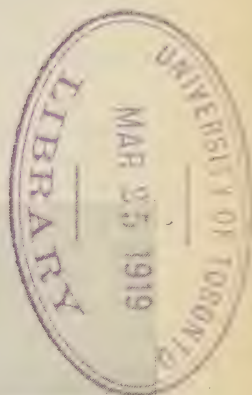
No. 789

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Water Front at Hankow. (See p. 434.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa,

Monday, March 10, 1919.

No. 789

THE CANADIAN APPLE MARKET IN GREAT BRITAIN.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

MARKET CONDITIONS.

Liverpool, February 12, 1919.—Although the quantities of apples that have reached the British market during January have been more than three times as great as those received during December, and greater than the receipts for the corresponding month any year since the beginning of the war, they have fallen considerably short of satisfying the demand, and sales have continued to be made, at the maximum, without regard to pack, grade or variety, though allowances have been made in the case of unsound or wasty fruit, and some small lots of these have been disposed of at auction. In general the condition on arrival has been satisfactory, with no more than a normal proportion of slacks and frosted parcels. On account of the fact that the apples were distributed without selection or inspection on the quay, it has been difficult to judge questions of grade and quality as in former years, but no complaint has been heard in this regard. Some dissatisfaction has been expressed by the trade at the large proportion of No. 3's coming forward, but, though perhaps a more far-sighted policy would have suggested another course in this connection, it is possibly too much to expect that shippers will fail to ship any legal grade that the market is prepared to absorb, especially when the demand is so strong that the same prices are paid for lower grade as for first-grade fruit. American shippers are also sending forward their lower grades, reserving grade A barrels and extra fancy boxes for the domestic market, and exporting in the main Grade B barrels, and fancy and choice boxes.

APPLE ORDER AMENDMENT.

The prices fixed per box and barrel by the apple order were based upon net weight minima, which cannot be regarded as a fair estimate of the actual net weight contents of the several packages. Thus Nova Scotia apple prices were based on 112 pounds net, Ontario apples on 130 pounds net, and box apples on 38 pounds net, although they will average respectively 124 pounds, 144 pounds, and 42 pounds, while some heavy varieties will give net weights of 138 pounds in the Nova Scotia barrel, 150 pounds in the Ontario barrel and 46 pounds in the standard box. As the controlled prices to the importer per package were arrived at by multiplying the officially fixed net minima by 6½d., the price per pound, while the retailer is permitted to charge 9d. per pound on the actual fruit weighed out, it is clear that the latter is placed at a considerable advantage as compared with the shipper.

The strongest representations have been made in this connection to the Ministry of Food, but the official attitude has been that the net weight bases were never supposed to indicate the actual net weight contents of the package; that with a fixed price to the retailer per pound, and having regard to the perishable nature of the product, it was essential to have the wholesale price per package based on a net weight admittedly lower than the actual contents, in order to allow a safe margin for deterioration and loss in weighing out; and finally, that no claim on behalf of the shipper could have any validity in the face of the fact that the prices fixed were sufficient to return more than Canadian home market values.

Nevertheless, the case in favour of some recognition of the extra weight was so strong, that eventually an amendment to the Apple Order was issued coming into effect on January 27, giving the importer the option of selling, either at the package rate or by actual weight at 6d. per pound. Difficulties, however, arose at once. The importers claimed that it was impracticable to weigh each barrel individually, when several thousand packages had to be distributed in the course of a few days or a week, and the Ministry would not consent to any system of averaging the weights of particular grades or varieties, indicating their intention of rigorously prosecuting in any case where packages were sold on a weight basis higher than could actually be weighed out.

The trade in London and some Liverpool and Manchester importers attempted to meet requirements by agreeing to consider Nova Scotia barrels as containing 120 pounds net, Ontario barrels as containing 140 pounds net, and boxes as containing 40 pounds net, and to sell on this basis at 6d. per pound at 60s., 70s., and 20s. instead of at the fixed package rates, 58s. 4d., 67s. 8d., and 19s. 9d. The cargoes of the ss. *Manchester Division* and *Manchester Brigade* at Manchester, and of the ss. *Kanawha* at London were sold on this basis, but considerable difficulty has since arisen in this connection, many buyers refusing to pay on the ground that the Order permits no option other than that between the fixed schedule and prices based on the weighing of individual packages. The final outcome as regards these particular shipments and others sold on the same basis is still in doubt, but the attitude of the Liverpool buyers, who are very strongly organized, has been effective in inducing importers to agree to sell subsequent shipments at the old package rates, and in influencing a conference representing the fruit trade of the United Kingdom to recommend to the Ministry of Food that the weight option be repealed, that the former barrel apple schedule of prices be maintained and that the price for box apples be fixed at 6½d. per pound, on a net weight basis of 40 pounds instead of 38 pounds, (20s. 10d. per case). It was felt that it was scarcely fair to place the carefully packed and graded box apples on a basis of equality with barrels; that the fixed package price for box apples was much lower in proportion to home market values than in the case of barrels; that the liability to loss in weighing out by the retailer was less; and that, on the whole therefore, some increase in price was called for. The Ministry of Food is discussing the matter to-day with delegates from the trade, and it is expected that an amendment to the Apple Order will be issued giving effect to these recommendations. It is reported that apple freights are dropping (an unconfirmed report states to \$3 a barrel and 85 cents a box), and it was feared that this might involve some reduction in fixed prices. It is understood on good authority, however, that this is now unlikely.

The period originally fixed for the suspension of the apple embargo was to expire on February 14. It has now been extended to July 1.

CANADIAN APPLE ARRIVALS.

As Canadian apple arrivals during the month have already been reported by cable, repetition is unnecessary. The greater part have been from Nova Scotia, though Ontario apples have been fairly well represented, and there have been a number of cars from British Columbia. Total arrivals in Liverpool have been over 13,000 Ontario apples, over 28,000 Nova Scotia apples, and 2,784 British Columbia apples. Manchester received 36,786 Nova Scotia apples. London reports about 42,000 Canadian apples, the principal shipment being 20,614 Nova Scotians ex ss. *Kanawha*. Glasgow receipts have been small, only 13,752 barrels being reported, mainly from Nova Scotia.

The following comments on certain shipments may be of interest:—

British Columbia box apples ex ss. *Tunisian* contained a number of unsound boxes, about 40 bringing 15s., others 18s, and the remainder the controlled price, 19s. 19d. A few unsound Ontario barrels on the same boat were sold at auction at prices ranging from 40s. to 65s., the greater part of course receiving the maximum,

67s. 8d. A number of Ontario Baldwins and Greenings *ex ss. Scandinavian* were badly frosted and brought prices in accordance with their condition. Between 500 and 600 of the Ontario apples *ex ss. Metagama* were wasty, many of them being wet and running. A number of these were sold at auction, and, in spite of their condition, many sold at the maximum, others ranging from 44s. to 64s., while a very bad lot, sold to be sorted on the quay, brought 27s.

A small number of Nova Scotia apples in standard barrels have appeared on the market. The weights, however, differ so slightly from those of the old barrel, being less than the difference between the various varieties in the small barrel, that they have all sold at the same price. When no distinction in price is made between Golden Russets weighing 138 pounds net, and Ben Davis weighing 115 pounds, it is clearly illogical to expect recognition of the fact that the standard barrel may average 128 pounds net against 124 pounds net in the small barrel.

PRICE PROSPECTS.

The prospects for the maintenance of maximum prices for sound fruit are excellent, as there is no indication yet of any discrimination against the less favoured grades or varieties. The only factor that has affected prices so far is condition.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official statistics of apple imports into the United Kingdom during the corresponding weeks of the years 1916, 1917, 1918 and 1919:—

	1916. Cwt.	1917. Cwt.	1918. Cwt.	1919. Cwt.
Week ending January 4—Total imported	43,130	137,768	8,818	74,031
“ “ “ 4—From Canada	4,786	8,088	.....	26,557
“ “ “ 11—Total imported	50,375	78,699	6,070	43,801
“ “ “ 11—From Canada	23,371	23,401	.....	17,785
“ “ “ 18—Total imported	27,215	49,452	7,845	114,716
“ “ “ 18—From Canada	5,914	12,383	.....	22,740
“ “ “ 25—Total imported	74,833	76,000	12,463	103,364
“ “ “ 25—From Canada	25,089	33,715	.....	63,841
“ “ February 1—Total imported	35,303	31,803	15,336	122,788
“ “ “ 1—From Canada	8,438	7,582	.....	61,300
During January—Total imported	230,856	373,717	50,532	438,700
“ “ “ From Canada	67,648	35,149	.....	191,623

According to these statistics, total receipts of apples during January, 1919, greatly exceeded the restricted imports of the three previous years; and Canadian apple imports comprised nearly 42 per cent of the total, as against nearly 23 per cent in 1917, 29 per cent in 1917, and 29 per cent in 1916. It must be noted, however, that these figures are based on port of shipment, so that Canadian apples shipped via Portland figure as American. The quantities by this route, however, are not very considerable.

IMPORTS OF ORANGES.

It may be of interest to note that imports of oranges during the same period were 940,190 cwts. as against 293,816 cwts. in 1918, 952 cwts. in 1917, and 976,423 cwts. 1916.

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Fruit Commissioner, Liverpool, in a cable of the 3rd March:—

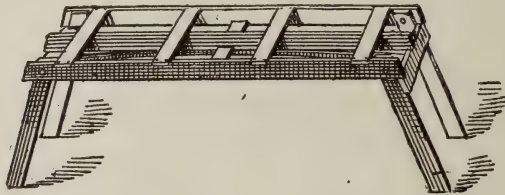
LIVERPOOL: Poor condition and large proportion low grades in apple arrivals has caused slump below maximum price. Few best brands Ontario apples *ex Tunisian* allotted at maximum price. About 2,500 barrels Ontario apples *ex Tunisian* auctioned to-day, mainly slack, a few slack and wet barrels, sold No. 1's 40s. to 66s., No. 2's 32s. to 66s., Domestic 31s. to 56s., No. 3's 29s. to 55s. Four hundred boxes Ontario apples sold by auction, Baldwins No. 1's 13s. to 14s., No. 2's 13s. 9d., Spies No. 1's 14s. 6d. Eight hundred and sixty-three boxes British Columbia apples *ex Megantic*, 370 sold at 19s. 9d., many very wasty sold 4s. to 11s., other at 12s. to 17s.

MARKET FOR CERTAIN WOODEN PRODUCTS IN GREAT BRITAIN.

TRADE COMMISSIONER NORMAN D. JOHNSON.

Bristol, January 31, 1919.—Many reports have been made from this office on the market for wooden products of various descriptions. If any Canadian firm is considering the manufacture of woodenware articles or is thinking of branch-out in their production of products of wood, these reports might be of assistance in determining the lines to be manufactured and the styles best suited for export to the United Kingdom. They may be obtained gratis on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa. Information is here given respecting a few additional lines which find a sale in this market.

FOLDING WASH BENCH.



In *Weekly Bulletin* No. 751 (June 17, 1918) it was mentioned that folding wash benches have been imported from the United States, but it was thought unnecessary to give an illustration of these as they were of purely American design and Canadian manufacturers were probably quite familiar with them.

Inquiries have, however, been received with regard to these folding wash benches, and it is therefore thought advisable to show an illustration, as above, of the skeleton wash bench with legs which fold underneath and which is the best type for this market. They were bought before the war for 1s. 10d. to 2s. (45 cents to 49 cents) each c.i.f. Bristol, and retailed at 3s. 9d. (91 cents) each.

SLEEVE IRONING BOARD.

Open.



Folded.



Sleeve ironing boards find quite a large sale in Great Britain. The illustration shows a patent folding board which meets with satisfaction. Each one is packed in a nice cardboard box which helps the sale. If a Canadian manufacturer could send a sleeve board which would fold and yet remain rigid when opened out, it would help very considerably to cut down the freight costs. Canada has the wood and the machinery, and there seems to be no reason why she should not be able to compete with any one in this class of manufacture. These folding sleeve ironing boards sold at 42s. (\$10.22) per dozen, and 50 per cent off this price was the price paid to the manufacturer.

SYCAMORE BOWLS.

*Pantry Bowl.*

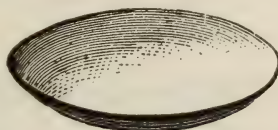
The above pantry bowl in sycamore was made in ten different sizes and retailed before the war as follows: 10-inch diameter at 1s. 6d. (36 cents), 11-inch at 2s. 1½d. (52 cents), 12-inch at 3s. 3d. (79 cents), 13-inch at 3s. 9d. (91 cents), 14-inch at 5s. 3d. (\$1.28), 15-inch at 6s. (\$1.46), 16-inch at 6s. 9d. (\$1.64), 17-inch at 7s. 9d. (\$1.89), 18-inch at 8s. 6d. (\$2.07), and 20-inch diameter at 10s. 1½d. (\$2.46) each. The wholesaler received 50 or 60 per cent off, and the retailer 33½ off these prices. Before using these bowls it is customary to soak them for a few hours in cold water.

*Handled Bowl.*

The bowl with a handle, as shown in the illustration, was made in three sizes, 8, 9 and 10 inches in diameter. They sold retail before the war for 24s. 9d. (\$6.03), 27s. (\$6.57) and 33s. (\$8.03) per dozen respectively. The wholesalers' and retailers' discounts were 50 or 60 and 33½ per cent respectively, as mentioned in preceding paragraph.

*Cash or Soap Bowl.*

Cash or soap bowl in sycamore sold before the war when from 3½ to 4 inches in diameter at 3s. (73 cents), from 4½ to 5 inches in diameter at 3s. 9d. (91 cents), and from 5½ to 6 inches in diameter at 4s. 6d. (\$1.09) per dozen. The wholesaler and retailer received the same discounts off these prices as above.

*Milk Skimmer.*

Canadian manufacturers making these bowls for export could easily add other products to their manufacture, among which might be mentioned milk skimmers, an illustration of which is shown above. These were made in sycamore in 6-inch diameters selling retail at 5s. 7½d. (\$1.37), 7-inch at 6s. 9d. (\$1.64), 8-inch at 8s. 3d. (\$2.01), 9-inch at 9s. 9d. (\$2.37), and 10-inch at 12s. (\$2.92) per dozen. Discounts similar to those given for bowls.

CLOTHES PEGS.

Clothes pegs are greatly in demand. Both the ordinary and the spring clip clothes pegs were imported in large quantities before the import restrictions came into force, and there is a big market for these products.

The ordinary clothes pegs are required $4\frac{1}{2}$ inches in length, although some have been imported 5 inches in length. They are packed 5 gross in a wooden case ($22\frac{1}{2}$ inches by $9\frac{3}{4}$ inches by $6\frac{3}{4}$ inches deep outside), and the boxes weigh a little under 2 cwt. A great many were imported by the carload (1,500 boxes) from the United States and shipped monthly from New York. The price has varied, being as low as 1s. 9d. (43 cents) per box, but at the beginning of the war they were bought for 2s. 6d. (61 cents) per box and at the end of 1915 the price was from 2s. 8d. to 3s. (66 cents to 73 cents) per box of 5 gross c.i.f. Bristol or chief English ports.

The spring clip clothes pegs are wanted in the usual standard sizes. They are generally bought in cartons of one gross, and before the war the price was $9\frac{1}{2}$ d. (19 cents), but they have since been bought for about 13d. (26 cents) per gross c.i.f. Bristol.

BOX BOARDS.

An important inquiry has been received for box boards. If a Canadian manufacturer would supply these requirements satisfactorily, other business would likely come their way. The following specifications will indicate a very considerable part of the normal requirements of this firm. They have been in the habit of purchasing certain box parts which enable them to make up cases of varying sizes. These parts are cut to accurate dimensions and are smooth sawn, and are formed as a rule of two pieces, tongued, grooved, glued and smooth on one side so as to take a good impression when put through the two-colour printing machine. The sizes are as follows:—

Inches.			
$23\frac{1}{4}$	x	$13\frac{1}{2}$	x $\frac{5}{16}$
$23\frac{1}{4}$	x	12	x $\frac{5}{16}$
$21\frac{7}{8}$	x	$13\frac{1}{2}$	x $\frac{5}{16}$
$21\frac{7}{8}$	x	12	x $\frac{5}{16}$
$19\frac{3}{8}$	x	8	x $\frac{5}{16}$
17	x	$8\frac{1}{4}$	x $\frac{5}{16}$

All these sizes would need to be securely done up with wire in bundles of 25 parts.

In addition they purchase a fair quantity of boards cut to certain lengths but varying as regards widths. The width would be from 4 inches upwards in steps of $\frac{1}{2}$ inch. The sizes would be:—

Inches.	
$21\frac{7}{8}$	x $\frac{5}{16}$
17	x $\frac{5}{16}$
13	x $\frac{5}{8}$
15	x $\frac{5}{8}$

Any firm wishing to supply these requirements should communicate with this office.

FIELD FOR AGRICULTURAL MACHINERY IN BRAZIL.

It is surprising that, says the Supplement to the *United States Commerce Reports*, imports of agricultural machinery do not increase more rapidly in Brazil, the total amount of this class of imports in 1917 having reached only \$195,771. No serious effort has thus far been made on the part of American manufacturers to create a demand for modern agricultural machinery. Although a number of agents of these manufacturers are well-established business firms, the proper method of introducing these goods would be the establishment of a local branch house, carrying a stock of goods and having technical employees.

OVERSEAS TRADE OF THE UNITED KINGDOM WITH THE PRINCIPAL COUNTRIES DURING THE CALENDAR YEAR 1918.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, England, February 14, 1919.—The January statistics issued by the Board of Trade include tables showing the trade of the United Kingdom by valuation with foreign countries and British possessions for the whole of the year 1918.

These figures are reproduced as regards the principal countries, giving respectively the imports, the exports of British goods, and re-exports, and in view of the cessation of hostilities it is thought interesting to also give similar statistics for 1913, besides those for 1917.

As might be anticipated, the war has worked very startling changes, more especially as regards sources of supply, and in this respect notably in the cases of the United States, Canada, Argentina, Japan, British India, Egypt and Norway.

Table showing trade of the United Kingdom—i.e., imports, exports (the produce of the United Kingdom), and re-exports (the produce of foreign countries, and other portions of the British Empire)—with the countries indicated for the calendar years:—

Canada—	1913.	1917.	1918.
Imports.. . . .	£ 30,488,374	£ 84,384,806	£124,468,409
Exports.. . . .	23,794,926	16,202,479	14,280,199
Re-exports.. . . .	3,512,267	1,598,221	642,534
Total.. . . .	£ 57,795,567	£102,185,506	£139,391,142
Australia—			
Imports.. . . .	£ 38,065,250	£ 64,289,243	£ 45,695,645
Exports.. . . .	34,470,452	22,114,912	26,217,291
Re-exports.. . . .	3,359,030	1,900,974	1,815,807
Total.. . . .	£ 75,894,782	£ 88,305,139	£ 73,927,743
Union of South Africa—			
Imports.. . . .	£ 12,301,429	£ 11,408,956	£ 11,987,231
Exports.. . . .	22,184,729	19,166,968	22,739,492
Re-exports.. . . .	1,860,953	874,433	633,151
Total.. . . .	£ 36,347,111	£ 31,448,357	£ 35,359,874
British West Indies—			
Imports.. . . .	£ 2,115,929	£ 6,216,052	£ 8,107,015
Exports.. . . .	2,339,049	2,053,516	1,695,479
Re-exports.. . . .	383,039	148,388	58,222
Total.. . . .	£ 4,838,017	£ 8,417,956	£ 9,860,718
British India—			
Imports.. . . .	£ 48,420,490	£ 66,836,578	£ 88,899,537
Exports.. . . .	70,272,145	59,965,373	49,173,582
Re-exports.. . . .	1,397,086	750,221	444,675
Total.. . . .	£120,090,721	£127,552,172	£128,517,794
Egypt—			
Imports.. . . .	£ 21,394,735	£ 32,483,677	£ 54,148,511
Exports.. . . .	9,805,418	14,793,078	22,234,842
Re-exports.. . . .	158,484	306,202	182,575
Total.. . . .	£ 31,358,637	£ 47,582,967	£ 76,565,928
France—			
Imports.. . . .	£ 46,352,718	£ 22,868,536	£ 35,040,260
Exports.. . . .	28,932,988	111,673,655	128,053,624
Re-exports.. . . .	11,948,719	16,363,893	13,691,048
Total.. . . .	£ 87,234,425	£150,906,084	£176,784,932

OVERSEAS TRADE OF THE UNITED KINGDOM, ETC.—*Continued.*

Russia—	1913.	1917.	1918.
Imports.. . . .	£ 40,270,539	£ 17,936,926	£ 6,729,667
Exports.. . . .	18,102,683	48,736,952	298,436
Re-exports.. . . .	9,591,270	4,002,542	9,587
Total.. . . .	£ 67,964,492	£ 70,676,420	£ 7,037,690
Belgium—			
Imports.. . . .	£ 23,382,268	£ 332,622	£ 200,038
Exports.. . . .	13,239,733	235,398	76,138
Re-exports.. . . .	7,420,629	44,909	748
Total.. . . .	£ 44,042,630	£ 612,929	£ 276,924
Italy—			
Imports.. . . .	£ 8,127,213	£ 10,397,321	£ 18,412,761
Exports.. . . .	14,610,057	27,464,166	29,270,152
Re-exports.. . . .	1,011,847	4,381,542	4,248,929
Total.. . . .	£ 23,749,117	£ 42,243,029	£ 51,931,842
Sweden—			
Imports.. . . .	£ 14,212,902	£ 14,939,476	£ 22,374,527
Exports.. . . .	8,220,386	3,074,106	2,628,406
Re-exports.. . . .	1,014,271	190,391	123,139
Total.. . . .	£ 23,447,559	£ 18,203,973	£ 25,126,072
Norway—			
Imports.. . . .	£ 7,437,141	£ 18,372,593	£ 23,763,255
Exports.. . . .	6,147,422	8,453,221	5,437,033
Re-exports.. . . .	518,358	894,428	207,979
Total.. . . .	£ 14,102,921	£ 27,720,242	£ 29,408,267
Netherlands—			
Imports.. . . .	£ 23,577,841	£ 19,903,006	£ 7,692,245
Exports.. . . .	15,429,144	20,796,425	14,986,027
Re-exports.. . . .	5,092,887	3,967,758	373,430
Total.. . . .	£ 44,099,872	£ 44,667,189	£ 23,051,702
Denmark—			
Imports.. . . .	£ 23,830,633	£ 17,742,421	£ 4,469,895
Exports.. . . .	5,792,257	6,897,278	3,379,155
Re-exports.. . . .	550,851	815,794	240,655
Total.. . . .	£ 30,173,741	£ 25,455,493	£ 8,089,705
Switzerland—			
Imports.. . . .	£ 11,070,464	£ 11,309,601	£ 13,094,517
Exports.. . . .	4,212,401	6,445,014	8,629,912
Re-exports.. . . .	875,587	467,263	603,378
Total.. . . .	£ 16,158,452	£ 18,221,878	£ 22,327,807
Spain—			
Imports.. . . .	£141,652,072	£376,329,480	£515,979,356
Exports.. . . .	7,851,574	4,779,911	3,869,286
Re-exports.. . . .	779,820	794,707	280,532
Total.. . . .	£ 23,025,303	£ 27,740,119	£ 34,846,945
Portugal—			
Imports.. . . .	£ 3,017,101	£ 3,856,261	£ 10,060,057
Exports.. . . .	3,270,701	3,132,529	3,741,147
Re-exports.. . . .	663,365	909,130	298,188
Total.. . . .	£ 6,951,167	£ 7,997,920	£ 14,099,392

OVERSEAS TRADE OF THE UNITED KINGDOM, ETC.—*Continued.*

	1913.	1917.	1918.
United States—			
Imports..	£141,652,072	£376,329,480	£515,979,358
Exports..	29,294,196	33,239,437	22,943,906
Re-exports..	30,159,035	26,904,795	3,478,429
Total..	£201,105,303	£436,473,712	£542,401,691
Argentina—			
Imports..	£ 2,485,391	£ 48,427,803	£ 63,115,850
Exports..	22,640,921	12,878,530	17,612,939
Re-exports..	796,422	432,964	123,017
Total..	£ 25,922,734	£ 61,739,297	£ 80,851,806
Brazil—			
Imports..	£ 10,008,367	£ 9,985,235	£ 8,850,264
Exports..	12,465,115	7,185,841	8,836,186
Re-exports..	555,982	204,047	116,335
Total..	£ 23,029,464	£ 17,375,123	£ 17,802,785
China—			
Imports..	£ 4,671,608	£ 8,497,356	£ 9,707,876
Exports..	14,845,269	10,624,359	11,831,977
Re-exports..	165,149	66,846	84,056
Total..	£ 19,682,026	£ 19,188,561	£ 21,623,909
Japan—			
Imports..	£ 4,387,606	£ 15,298,338	£ 23,883,120
Exports..	14,530,432	5,521,015	6,014,819
Re-exports..	296,838	324,627	1,357,674
Total..	£ 19,214,876	£ 21,143,980	£ 31,255,613
Germany—			
Imports..	£ 80,411,057	£ 48,900	£ 8,337
Exports..	40,677,030	.....	—
Re-exports..	19,822,663	.....	—
Total..	£140,910,750	£ 48,900	£ 8,237
Austria-Hungary—			
Imports..	£ 7,705,949	£ 30	—
Exports..	4,480,768	.....	—
Re-exports..	1,299,552	.....	—
Total..	£ 13,486,269	£ 30	—

CANADIAN WOODEN SHIPS FOR BELGIUM.

(Canada Lumberman.)

Canadian wooden shipbuilders are filling orders for twenty vessels for Belgian account, and it is unlikely that additional contracts will be placed for steel vessels, according to Capt. Paul de Chippel, who is visiting Canada as the representative of Belgium firms who are the buyers. The wooden ships will be of 2,000 to 3,000 tons each, and they will be used for carrying foodstuffs from Canada to Belgium. The contracts were placed with British Columbia ship-builders, and Capt. de Chippel is now at the Pacific Coast to make an inspection of the work already done. Imports needed by Belgium will consist principally of foodstuffs and raw materials, in the view of this visitor. The demand for finished products will be relatively small, as the manufacturing plants of that country will be placed on a producing basis with the greatest possible speed.

FAVOURABLE PROSPECTS IN GREAT BRITAIN FOR CANADIAN PICTURE MOULDINGS.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, January 22, 1919.—Previous to the war Germany supplied the bulk of the picture moulding used in the United Kingdom, holding practically a monopoly in certain varieties. The extent of her pre-eminence can be judged when it is stated that in 1912 Germany supplied about \$735,000 out of the \$920,000 worth of picture frame and gilt moulding imported into the United Kingdom, and in 1913 \$855,000 out of \$1,100,000.

Indeed, as the picture-moulding industry had gradually become almost a German monopoly, most countries in Europe were more or less dependent upon German supplies, and shortly after the outbreak of hostilities Great Britain began to experience a shortage of most kinds of picture mouldings. Efforts were made to obtain them from other sources, notably from Holland and Italy, but in 1915, in spite of higher prices, the value of the imports had fallen to about \$244,000.

In the meantime a number of United Kingdom firms had been experimenting in the possibility of undertaking the production of several of the types required, but although some progress was made, neither then nor afterwards, when additional obstacles had to be encountered, has the home industry attained any notable dimensions.

In 1915 several Canadian manufacturers of picture mouldings commenced to ship experimental lots to this country, although they could only supply certain varieties; but just as the trade began to make headway, the necessity of controlling ocean transportation caused the British Government to prohibit the importation of many of the less essential goods in order to ensure regular supplies of foodstuffs, munitions, etc., and one of the articles included in the list was picture mouldings.

This evidently put a stop to any Canadian trade while the serious situation which continued rendered it impossible to allot shipping space as long as the war lasted. As a result of inquiries recently addressed to this office by Canadian manufacturers regarding the present position and future prospects for Canadian picture mouldings, an investigation of the situation has been made and the views of several authorities obtained.

It is learned that in order to meet the urgent demand for a certain quantity of mouldings, special licenses were given authorizing the importation of limited consignments from Italy, it being possible to provide means of transportation from that country which were impracticable in the case of Canada. In the three years 1915, 1916 and 1917, the value of picture frame and gilt mouldings imported from Italy totalled respectively \$83,000, \$227,000, and \$164,000—in the latter year out of \$178,000, the value of the total imports.

As this sum, without taking into account the enormous increases in prices, only amounts to about one-seventh of the value of the imports of mouldings in 1913, and as the British output is quite unequal to filling this void, it is clear that there must be a heavy demand for imported picture moulding as soon as the necessary means of transportation can be provided; and while Italy, Holland and Norway are all capable of supplying considerable quantities, there should be excellent opportunities for a large outlet for Canadian mouldings here, provided manufacturers can supply the patterns which are needed and at competitive prices.

This at least is the opinion of several authorities consulted, and the President of the British Moulding Association and Fine Art Trades Guild—the leading organization of this trade and industry—while confirming this position, states, after conferring with his colleagues, that it would give him personal pleasure to “see the market for Canadian mouldings opened up in this country, in order that the German article, hitherto so predominant, might be entirely eliminated.”

Under present circumstances it is difficult to arrive at any definite estimate of the extent to which selling prices have advanced during the war. As a matter of fact there is no uniform advance, this varying considerably according to the size of the mouldings, because wider patterns have gone up to a far greater extent proportionately than the narrower ones, and also according to finish, gilts having advanced more than coloured due to the difficulty of obtaining the material for the former finish. Indeed there are really no fixed prices under existing circumstances, for, owing to the great shortage, sales have been made at all sorts of inflated prices, amounting in some cases to 200 per cent, or even 300 per cent, above pre-war prices.

Apart from the higher cost of materials and labour, a very substantial proportion of this advance is due to heavy freight charges, and it is clear that there will be a heavy fall just as soon as transportation facilities are improved and supplies can be readily brought in from other countries. A more reasonable estimate for the immediate future is from 50 per cent to 100 per cent.

As several Canadian picture moulding manufacturers have already done business here, they will be familiar with the requirements of the market, but one firm consulted states that as soon as restrictions are removed, this country could absorb very considerable quantities of composition mouldings and also of natural polished wood mouldings finished in dark colours.

For these latter, namely natural woods, this country was entirely dependent upon enemy sources of supply, and any Canadian manufacturers possessing the plant for producing this class of goods could find a ready outlet for them here.

It is understood that several British manufacturers have commenced the production of patterns which were formerly only supplied from Germany. As regards Italy, it is reported that not only is the workmanship of their mouldings good, but that the Italians have adopted the manufacture of a number of special patterns which are in demand in the United Kingdom, and as countries like Norway, Holland and Sweden already have facilities for making mouldings which can easily be increased, their manufacturers are sure to make special efforts to secure a hold in the British market with the object of replacing German supplies and in that connection to study thoroughly British requirements.

Therefore, while prospects for Canadian manufacturers are considered as favourable, it is clear that this trade cannot be secured without determined effort, which involves the thorough investigation of the needs of the market and consequent manufacture of the particular goods to which this country is accustomed.

It seems probable, as in most cases, that Canadian manufacturers wishing to obtain a permanent footing in this market would find it advantageous to appoint some resident firm possessing the requisite connection to act as their representatives, this being apparently the procedure adopted by most foreign manufacturers who have been doing business here.

MARKING OF NET CONTENTS IN URUGUAY.

(The British Export Gazette.)

The regulations issued by the Government of Uruguay during the early part of last year with regard to the marking of the net contents or weight of all merchandise sold in sealed wrappings, cans, boxes, packages, bottles, demijohns, etc., appear to have been somewhat of a dead letter. Indeed, it was hardly expected they would prove otherwise, at any rate, without modifications. Representations were made by the merchants particularly through the Liga de Defensa Comercial, and as a result the regulations have been temporarily suspended until the suggested modifications have been considered. Shippers should, therefore, note that they are under no obligations in regard to these regulations, but in the meantime they are advised to be on the alert for further decrees on the subject at the instance of the Uruguayan Government.

DISTRIBUTING CENTRES OF CHINA.

CANADIAN TRADE COMMISSIONER J. W. ROSS.

CHAPTER III.

Cities of Central and North China.

HANKOW.

The city of Hankow from its location has been styled the Chicago of China, and as a commercial port ranks next to Shanghai. It is placed almost in the centre of China on the Yangtze river 600 miles from the sea. As yet there is not complete railway connection between Shanghai and Hankow, but several lines of excellent river steamers are continuously plying between the two ports, and the passage is made in comfort and even luxury.

The up-river passage takes from seventy-two to eighty-four hours, the downward trip about sixty hours. Five calling places are stopped at on both up and down trips, all of these being open treaty ports, where custom houses have been established. In Hankow in the season will be seen ships of many foreign nationalities either discharging or receiving cargo. Russian ships for Batoum in the tea season; timber-laden vessels from either Puget Sound or Japan discharging Oregon pine (*i.e.* Douglas fir) timber or railway sleepers and returning with cargoes of iron ore to Japan; Norwegian vessels loading tea for European ports; and kerosene oil tankers from the eastern United States which have reached their destination by way of the Suez Canal. For many generations Hankow has been considered one of the four great trading centres of China, the other three being Canton, Shanghai, and Tientsin, and it was one of the early so-called treaty ports to be opened to foreign trade. The commercial possibilities of the port were quickly recognized by many foreign governments, and consequently British, French, Russians, Japanese and Germans established themselves and acquired settlement concession there some years ago.

Had another city occupied a similar position to that of Hankow in any other country excepting China, it would not be difficult to see what its commercial position would be to-day, for it cannot be said that Hankow has made very rapid development considering all the advantages of geographical position and facilities of transportation which the port enjoys. This cannot be put down entirely to any faults on the part of either the port or its merchants, but rather to the general backwardness that has characterized the whole of China for many years. Happily there are many signs which point to great changes and universal trade expansion within a reasonable time, and the position which Hankow occupies as a great collecting and distributing centre will enable the port to take full advantage of and assist in the general commercial development which must eventually come to China.

The overplus of five of the largest provinces of China finds its way to Hankow either for distribution to other parts of the country or for shipment abroad. On the other hand, Hankow is the distributing point for all the foreign goods consumed within those provinces. The export articles in which Hankow is concerned consists of the numerous products of Western and Central China, chief of which are, tea, hides and skins, wool, beans and seeds, seed oils, wood oil, tallow, hemp and other fibres, gall nuts, China grass, wheat and other grains, and numerous other native product. Hankow is the central market for the immense internal trade of a population of well over 150,000,000 people, distributed in five provinces throughout what is familiarly known as the Upper Yangtze valley and far western province of Szechuen. The ultimate importance of this market is not difficult to estimate: for the time being the difficulties of communication are the chief elements in delaying progress, but the construction of a few hundred miles of railway radiating from Hankow must soon

effect surprising changes among the people of the district and in the commercial activity of the port of Hankow. The articles in demand throughout the territory are the same as those now being sold in other portions of China: timber, cotton cloth, kerosene oil, matches, soap and candles, hardware, paper, sugar, machinery, leather and many miscellaneous lines. Hankow is an important timber market, the imports in 1917 amounting to over 10,000,000 square feet, and for export it is the great centre of the China tea trade. The total trade of the port in 1917 amounted to \$171,000,000, of which imports represented \$70,000,000 and exports \$101,000,000 (Canadian currency). Apart from its greatness as a commercial port, Hankow is also very important industrially: it is the centre of the iron and coal production of China, the steel works at Han-Yang and the coal fields of Taiyeh being in close proximity. In addition, engineering works of considerable importance are in operation, as well as paper and flour mills, shipbuilding, machine shops, etc.

ADJACENT CITIES.

Adjacent to Hankow, which lies upon the north or right bank of the river, there is upon the left bank the very large and important city of Wuchang, which is the provincial capital and chief political city of Hupeh province. Further to the west, and on the right bank of the Han river at the point where the latter joins the Yangtze, is situated the important industrial city of Han Yang, where are to be seen the extensive works of the Han Yih Ping Iron and Coal Company.

These three important cities together are frequently referred to as the Wu Han towns. They occupy unique position as administrative, industrial and commercial cities situated close together in the centre of China.

VOLUME OF TRADE IN 1917.

The total net trade of the port for 1917, native and foreign, amounted to Haikwan taels 170,000,000, of which imports represented Hk. tls. 70,000,000, and exports Hk. tls. 100,000,000, and of this the total net foreign trade with foreign countries and Hong Kong, reached the sum of Hk. tls. 47,300,000 for imports and Hk. tls. 10,000,000 for exports; but the larger portion of the remaining 90,000,000 taels in value of exports must have eventually reached foreign countries by way of other China ports, notably Shanghai.

IMPORTS.

The chief articles of import of foreign goods, with their values in round figures in 1917, were as follows. (It will be observed that this list includes many lines of goods usually produced in Canada).

Net Foreign Imports—	Haikwan Taels.
Cotton piece-goods of every description.. . . .	10,800,000
Cotton yarn and thread.. . . .	6,140,000
Woollen and miscellaneous piece-goods.. . . .	670,000
Metals and minerals.. . . .	2,600,000
Bags, gunny.. . . .	237,000
Beds, brass and iron.. . . .	18,000
Belting, leather.. . . .	56,000
Biscuits.. . . .	10,000
Butter.. . . .	33,000
Candles.. . . .	83,000
Canned vegetables and fruits.. . . .	28,600
Condensed and evaporated milk.. . . .	57,600
Cigarettes.. . . .	2,838,500
Confectionery.. . . .	9,700
Dyes, colours and paints.. . . .	565,000
Electrical machinery.. . . .	268,200
Enamelled ware.. . . .	86,500
Engine and boiler fittings.. . . .	64,000

IMPORTS.—*Continued.*

Net Foreign Imports— <i>Con.</i>	Haikwan Taels.
Glass, window..	132,000
Hardware..	21,400
Hats, felt and straw..	35,000
Machinery, all kinds..	460,000
Kerosene oil..	1,470,000
Paper and straw board..	500,000
Pulpwood..	18,000
Shooks for barrels and casks..	411,000
Sugar..	6,370,000
Timber, soft wood..	430,000
Motor cars..	40,000
Railway cars, and parts of..	500,000
Unenumerated sundries..	12,347,500
Total..	47,300,000

EXPORTS.

The returns for exports in purely native Chinese products from the port of Hankow is worthy of careful study. Tea, of course, heads the list and is far in excess of any other commodity, but the extent of the foreign business which is done in the various kinds of seeds and vegetable oils and fats is of much interest when it is remembered that this large trade has developed within comparatively recent years. To the Germans must be given the credit for the development of this export business. German merchants were the first to see the possibilities of this trade, and while British dealers were content to confine their attention almost exclusively to the export of tea the Germans were gradually building up a large and profitable export business in many other lines of native products, so that upon the outbreak of the great war they practically controlled the trade in all such commodities from the port of Hankow. The variety and extent of the numerous classes of exports with their values may be observed from the following table:—

Exports of Local Origin, 1917.

Exports of Local Origin, 1917—	Haikwan Taels.
Antimony, crude..	1,984,000
“ regulus..	2,124,300
“ ore..	1,300
Metals and other minerals..	4,500,000
Pig-iron..	3,000,000
Bean cake..	2,000,000
Beans..	3,170,000
Bristles..	1,541,900
Candles..	160,000
Wheat..	4,281,000
Cotton, raw..	19,640,000
Egg products, albumen and yolk, dried..	5,000,000
Eggs, fresh..	153,000
Ramie fibre..	2,495,700
Other fibres..	230,000
Wheat flour..	975,000
Peanut kernels..	492,100
Human hair..	59,000
Hides—	
Cow..	8,738,500
Buffalo..	644,600
Horse and mule..	50,000
Sausage casings..	48,600
Lard..	281,000
Medicines..	1,800,000
Nutgalls..	893,000
Vegetable oils—	
Bean oil..	212,760
Castor oil..	1,270
Cotton seed oil..	117,000
Ground nut oil..	2,150
Rape seed oil..	4,160
Sesamum seed oil..	125,280
Tea oil..	43,370

Exports of Local Origin, 1917.—Continued.

Exports of Local Origin, 1917—	Haikwan Taels.
Seeds—	
Sesamum seed..	1,600,000
Other seeds..	290,000
Seed cake..	210,000
Silk—raw silk, cocoons and waste..	2,583,700
Pongee silk piece-goods..	600,000
Goat skins..	2,478,000
Skins, furs..	591,000
Tallow, animal..	725,000
vegetable..	2,850,000
Tea, black and green..	14,288,000
Tobacco, leaf..	970,000
prepared..	1,800,000
Miscellaneous sundries—the balance..	6,245,310
Total..	100,000,000

INDUSTRIAL DEVELOPMENT.

The industrial development of the Wu Han towns has for several years attracted much attention, and the promises for the future in this direction are of a most encouraging nature. Situated as they are in close proximity to the extensive mineral and coal deposits of Hupeh and Hunan provinces, and at the head of water navigation, the iron and steel industry has already reached large proportions. The extensive plant of the Han Yeh Ping Iron and Coal Company is situated at Han Yang. It has been stated that this company can produce pig-iron at a lower cost than any other iron manufacturing plant in existence. A few years ago a considerable quantity of their output, both of pig-iron and ore, was shipped to the United States, but for the past two years this trade has ceased. Japan is now the only foreign country which imports any considerable amount of the Han Yeh Ping Company's products. The company employs forty foreign and native engineers, and the working staff consists of over 8,000 labourers. The plant can produce 15,000 tons of pig-iron per month, steel rails to the amount of 7,000 tons, and large quantities of steel plates and nails. The ground occupied by the works extends to upwards of 100,000 square feet, and its invested capital is \$20,000,000 Mexican.

TIENTSIN.

Tientsin is the commercial centre of the north country and Mongolia. While Shanghai may be regarded as the main gateway leading into this country, and Hankow as the great central port for Mid-China, Tientsin in turn serves the same functions for all the north country, and for that territory plays much the same part in North China that Hong Kong does in the south. Tientsin is probably not as fortunately placed as its two former rivals, nor is the district which it serves as productive. It does not turn out the same variety of products as those which go to make up the export trade of Shanghai or Hankow. But nevertheless Tientsin is still a very important commercial centre, and yearly absorbs a large quantity of foreign imported goods. Its close proximity to Peking, the capital, of which it is the seaport—also gives it an importance. The district served comprises the northern portions of several provinces, the province of Chili, the northwestern province of Kansu and Mongolia and part of Manchuria a sufficiently large territory. The imports handled comprise practically the same lines as elsewhere in China; in fact as regards foreign goods it makes little difference whether they are intended for distribution, north or south—they are all the same; the largest item is always cotton cloth, then comes kerosene oil, cigarettes, matches, timber, iron and steel, machinery, hardware, tinned milk, wines and spirits, beer, medicines, flour, paper and many other articles.

Tientsin is the receiving and shipping port for an extensive list of native products coming from Mongolia and Northwestern Kansu and Shansi, from the Tibetan border

APPROXIMATE SCALE OF MILES.



DRAWN BY FAR EASTERN GEOGRAPHICAL ESTABLISHMENT SHANGHAI.

and Chinese Turkestan and beyond the Great Wall; coming by camel caravan and reaching the railway at Kalgan in the Nankon pass, this cargo now reaches Tientsin direct from the latter point. It is only within the last four or five years that this line of railway from Peking to Kalgan through the famous pass has been in operation; formerly caravans started out from Feng Tai on the railway midway between Tientsin and Peking, but since the opening of the Peking-Kalgan Railway, Kalgan, 150 miles direct north, is the starting and receiving point. Kalgan is a most interesting place and bids fair to become an import commercial centre. It is situated at the outer barrier of the Great Wall near the southern border of the Gobi Desert, across which camel caravans come and go. One sees here bales of cotton cloth from Shanghai or Japan, tea from China proper, Chinese wine and medicines, Japanese fancy goods and sundries, all awaiting transshipment by the picturesque Mongolian camel—some of the goods being probably destined to find a market in the bazaars at Lhasa and other distant cities. No less interesting are the multitude of native products which come in the same manner from these far-away places, the principal being skins and furs of many kinds, and sheep's wool. Kalgan is the chief wool-receiving point in China, and some of the shipping firms of Tientsin keep their native buyers here all the time. Although open to foreign trade some time ago, a customs house has not yet been established at Kalgan, but it is reported that there is soon one to be opened under the administration of the foreign service of the Chinese customs.

TRADE OF TIENSIN.

The total trade of Tientsin in 1917 reached the record high mark in value of Haikwan taels 142,360,361, of which imports, native and foreign, amounted to Hk. taels 100,241,837 and exports Hk. taels 42,118,824. Of the total imports Hk. taels 67,198,341 represented those of foreign origin. It is not necessary to again enumerate the classes of imports which are annually received at the port, for they are practically the same articles which find a market in all the ports of China, of which cotton cloth, kerosene oil, flour, timber, iron and steel, hardware, timber and sugar, head the list.

EXPORTS.

In diversity of exports of purely native products Tientsin is fully equal to Hankow, but differing in some respects. Hankow is the greatest market in export metals in China, while Tientsin is the chief wool and fur market. The following list of principal exports is instructive:—

Exports of Local Origin.

	Haikwan Taels.
Bristles.. . . .	2,132,000
Candles.. . . .	10,700
Carpets and rugs.. . . .	770,000
Cotton, raw.. . . .	4,410,000
Egg products, albumen and yolk.. . . .	1,570,000
Eggs, fresh.. . . .	336,000
Feathers.. . . .	30,000
Fibres, hemp and jute.. . . .	900,000
Ground nuts (peanuts).. . . .	450,000
Hair, cow and goat.. . . .	33,000
other kinds.. . . .	42,000
horse manes and tails.. . . .	223,000
human.. . . .	44,000
Hides, horse and donkey.. . . .	420,000
cow and buffalo.. . . .	718,000
Intestines for sausage casings.. . . .	150,000
Lard.. . . .	32,000
Liquorice.. . . .	560,000
Medicines.. . . .	576,000
Mushrooms.. . . .	188,000
Musk.. . . .	43,800
Vegetable oils.. . . .	292,000
Samshu (Chinese wine).. . . .	423,000

Exports of Local Origin.—Continued.

	Haikwan Taels.
Seeds, bitter almonds.	129,000
sweet almonds.	229,000
other kinds.	1,057,000
Skins of various kinds—	
Cat, dog, rabbit, sheep, squirrel, antelope, badger, bear,	
deer, fox, hare, leopard, kid, lynx, marmot, marten, raccoon,	
sable and ermine, tiger, weasel and wolf, also tails of deer,	
fox, squirrel, weasel and yak.	2,461,000
Also goat skins, untanned.	2,247,000
Wool or hair, camels.	1,292,000
goats.	465,000
sheep.	8,314,000
Miscellaneous sundries—the balance.	11,571,324
Total.	42,118,824

Tientsin is unfortunately very badly placed, for it is not in reality a seaport, but is situated on a small river, the Pei Ho, forty miles from Taku Bar. Like most of the foreign settlements in China, the town has grown up around the consulates and customs house, which were placed in close proximity to the native city of Tientsin with which they are associated, without much regard to the proper location of an ultimate great trading centre or of shipping or other facilities; consequently when the river is frozen over, as it is in the winter of every year, the town is shut off completely from direct water communication with Shanghai or elsewhere. A winter port has been provided, however, at Ching-wan-tao, where cargo is transhipped to and from Tientsin by rail during the winter months. The town has grown rapidly within recent years and contains many substantial and handsome foreign buildings, banks, business blocks and houses, churches, warehouses, hotels, etc. Many foreign nationalities have their own concessions in the settlement, which they administer and police. The British, French, Russian, Italian, Japanese, German and Austrian Governments have each its own settlement or allotted concession, some of which, only dating from the Boxer affair of 1900, are still undeveloped. Tientsin is in direct railway communication with Europe by way of Mukden and Harbin and the Siberian railway; it is a clean and well administered town and enjoys an excellent climate, and having no commercial rival in its vicinity, its future importance as a trading centre is full of promise. The native city of Tientsin, adjoining the foreign settlement or town, is the seat of the viceroy of Chili province, and contains a population of about 800,000 people.

TSINGTAU.

In discussing the ports of North and Central China which are concerned in a direct overseas trade, the port of Tsingtau must not be overlooked. Tsingtau, which was opened and developed by the Germans, had under their administration, within a period of less than fifteen years, attained to the sixth place in China's foreign trade. Had the war in Europe not broken out, and had the Germans been left in peaceful possession of Tsingtau for another ten years, one can have no doubt as to what would have been the result. Their organization was so complete that the whole of Shantung province would eventually have come under their influence. For the time being Tsingtau is more or less waiting upon the decision of the war and the peace settlement to determine its ultimate disposal, the question being whether it shall revert wholly to the Japanese, who captured it in 1914, or be made an International settlement. In the meantime Japan has been proceeding with development work, and considerable industrial activity has been shown; but no matter under whose control Tsingtau may eventually pass, its future as a port of considerable commercial and industrial importance is reasonably certain, for it already possesses all the requisites for the development of a great seaport and trading centre.

As showing the remarkable elasticity of Chinese commerce, and the manner in which the loss of the trade of a port may be recovered and again developed under

exceptional conditions, the following table may be of interest to the reader, which gives the total trade of Tsingtau for 1913, the full year preceding the war; 1914, the year in which the territory was lost to Germany; 1915, the year of military occupation; and 1916 and 1917, the years of recovery:—

Total Trade of Tsingtau, 1913 to 1917, Foreign and Native.

	Foreign Imports. Hk. Taels.	Native Imports. Hk. Taels.	Exports. Hk. Taels.	Total. Hk. Taels.
1913..	26,207,915	7,268,592	25,692,373	59,168,880
1914..	18,204,018	3,005,740	16,597,990	37,807,748
1915..	6,022,671	874,934	6,318,642	13,196,247
1916..	18,896,318	5,032,322	22,934,187	46,862,827
1917..	22,538,383	9,532,838	25,711,770	57,782,991

It will here be seen that the value of the total trade of the port last year very nearly approached the highest figures that were ever reached at any time during the German occupation; and that the export totals, on which the Germans prided themselves much, were also up to the highest figures ever before attained; and also that foreign imports were only 3,500,000 taels below the previous high-water mark. It should be pointed out in relation to the above figures that Japan has occupied an exceptional position at Tsingtau during the past four years, and that over 80 per cent of the total foreign trade of the port in 1917 must be credited to that country.

INDUSTRIAL DEVELOPMENT.

Under German administration no great industrial development had taken place at Tsingtau, apart from those directly concerned with the demands of the port itself and the municipality, such as railways and docks, electric light installation, water-works, ice plant and cold storage, laundry, etc. With the exception of a large brewery and a number of egg-drying factories little else of an industrial nature had come into existence during the German occupation up to the time they were forced to abandon the territory. The transfer of the port to the Japanese has, it would appear, effected a considerable change in this direction; the policy of the latter has been to encourage industrial activity as far as possible by leasing land to factory owners at a low rental for long periods, and with other privileges in the way of cheap electric power and special low rates in taxes. Under this wise administration several new industries of quite large capitalization have been established in Tsingtau within the past three years. The old Tsingtau brewery is again in operation, and is turning out about 8,000 cases of beer per month, and the Tsingtau Flour Mill Company produces 2,250 sacks of flour per day. Other industries are the Suzuki Silk Filature (capital yen 600,000), the Okura Egg Factory (yen 100,000), the Naigai Cotton Mill (yen 500,000), Tsingtau Salt Refinery (yen 500,000), the Tsingtau Match Factory (yen 300,000), the Shantung Match Factory (yen 50,000), the Tai Sei Egg Factory (yen 90,000), the Mitsui Oil Refinery (yen 500,000), also a soap factory, a bone powder mill, and a meat refrigeratory—the latter for supplying the American troops in the Philippines with frozen beef. Of government enterprises, the Tsingtau Electric Light and Power Station can furnish 1400 kilowatts per day, the Tsingtau Water Works 4,000 tons per day, and the Government slaughter house has accommodation for 250 animals per day.

According to the latest statistics available, the Japanese population of Tsingtau is 18,560, and other nationalities (Europeans and Americans) 146.

Imports into Tsingtau mainly consist of cotton cloth and cotton yarn, timber, flour, hardware, iron and steel, railway material, kerosene oil, cigarettes, paper, sugar, tinned milk, milk machinery, Japanese fancy goods and sundries; and exports are chiefly made up of coal, raw cotton, dressed beef, cattle, hides, ground nuts, egg yolk and albumen, straw braid, pongee silk, beer and bean oil.

CHEFOO.

Chefoo is another North China port of some importance, also situated in Shantung Province, but on the Gulf of Pechili on the other side of the peninsula from Tsingtau. Previous to the opening of Tsingtau, Chefoo enjoyed a considerable amount of direct foreign trade, and was at that time the chief centre of the straw braid business. This trade was finally almost entirely transferred to the German port, and about the only export of any importance left to Chefoo was its pongee silk and lace trade. Since the war Chefoo has been able to regain a portion of its former importance, and the pongee silk and lace industry having been fairly active, a new lease of life appears to have been given to this port; the permanence of this improved condition must, however, depend greatly upon what will take place at Tsingtau now that the war is over. Chefoo has for a number of years been the chief centre of the Chinese wild silk industry, and the fabrics known as Shantung silk, pongee or Chefoo silk, are mostly produced in Chefoo, or assembled there by foreign and Chinese dealers for shipment to foreign countries. The production of Tussa or wild silk is largely a village industry. The cocoons are reared chiefly in portions of South Manchuria. The silk is reeled from the cocoons, spun and woven by hand on native looms by the peasantry. Silk filatures or factories for reeling the silk by machinery have been established at Chefoo, but the great bulk of the product is still produced by hand. The country people and villagers rear the cocoons and weave the cloth, each bringing in their small lot of woven silk which they sell to the dealers for shipment abroad. The manufacture of straw braid is another large and important Shantung industry; this is also a 'purely village product, the braid which enters into the manufacture of straw hats being woven into many patterns by the native peasantry in their homes and villages.

Foreign goods entered for consumption at the port of Chefoo are much the same as for all the other ports of China, and exports consist of the same articles as are sent from Tsingtau.

SEA FISH LANDED IN ENGLAND AND WALES IN 1918.**CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.**

As has been previously reported, the quantities of fish landed in the latter part of 1918 showed an increase over the results of the previous year, and the returns now published by the Board of Agriculture and Fisheries for the year 1918 show that as regards *wet fish* this increase amounted to about 11 per cent for England and Wales—the figures for Ireland and Scotland are not yet available—the actual quantities being 4,680,976 cwts. as against 4,051,613 cwts., but as is seen by comparison, the value of fish was much greater in 1918 than the previous year, being £14,147,844 against £9,151,636.

This result is largely traceable to the fixing of prices by the food controller, who, doubtless with a view to encouraging the fishermen, placed the prices of most varieties of fish at a much higher level than would have been obtainable under other circumstances.

In the case of shell fish quantities also showed some appreciation, and in this same way the valuation, £449,942, was proportionately more than the £335,973 of 1917.

The total valuation of fish which were landed in England and Wales was £14,597,785, compared with £9,487,609 in 1917.

TRADE STATISTICS OF NEW SOUTH WALES.

The following statistics of the trade of New South Wales during the financial year 1917-18 (July 1, 1917, to June 30, 1918), and giving comparisons with 1913, have been forwarded by Mr. B. Millin, Commercial Agent, Sydney, New South Wales:—

DECREASE in Exports beyond Australia of Principal Articles of New South Wales Produce—1913 compared with 1917-18.

Article.		1913		1917-18		Reduction.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Alunite.....	cwt.	44,700	8,940			44,700	8,940
Animals, sheep.....	no.	7,009	17,869	2,186	9,596	4,823	8,273
Boats, launches, &c.....			10,934		7,269		3,665
* Bones.....	cwt.	10,752	7,397	8,988	9,651	1,764	2,254
Books and periodicals.....			16,134		12,942		3,192
Coal.....	tons.	2,097,997	1,120,167	355,955	259,588	1,741,142	860,579
* Copper, ingots, matte.....	cwt.	570,571	1,977,344	494,846	2,844,819	76,085	867,475
ore.....	"	38,276	23,132			38,276	23,132
Feathers, undressed.....			656				656
Fruit, fresh, apples.....	centl.	7,000	5,865	2,601	3,126	4,399	2,739
pineapples.....	"	5,524	3,421	4,524	2,996	1,000	425
other.....	"	8,831	6,711	4,590	5,172	4,241	1,539
Glue, pieces.....	cwt.	19,352	10,479	7,522	9,852	11,830	627
Gold (bullion) bar, dust, ingot.....	oz.	90,711	188,069	1	6	90,710	138,063
Ore and concentrates.....	cwt.	8,100	8,865			8,100	8,865
Matte.....	oz.	89,626	346,817	8,363	33,467	81,263	313,350
Grain, wheat.....	centl.	8,550,880	2,723,209	3,449,644	1,423,046	5,101,236	1,300,163
Gran and pollard, &c.....	"	183,92	47,148	109,213	38,854	74,708	8,294
Gums.....	cwt.	3,961	3,237	1,993	82	1,968	2,409
Hair.....	lbs.	243,006	16,105	232,588	14,337	10,418	1,768
Hay and chaff.....	cwt.	6,768	1,840	2,203	731	4,565	1,109
Hoofs.....	"	4,921	2,670	2,696	2,610	2,225	60
Horns.....			14,098		11,815		2,283
Iron, pig.....	c.	4,867	574	506	102	4,361	472
Jewellery.....			4,140		639		3,501
Cameos and precious stones.....			14,889		7,429		7,460
Lead contd. in matte.....	cwt.	492,036	386,590	297,420	372,718	194,616	13,872
Linseed, cake and oil cake.....	centl.	2,463	1,009	2,705	834		175
Manures, bone dust.....	cwt.	80,227	24,051	17,049	7,145	63,178	16,906
other.....	"	100,473	35,568	23,103	10,675	77,370	24,893
Meats—Frozen beef.....	lbs.	18,172,575	247,934	4,084,003	95,689	14,088,572	152,245
mutton.....	"	75,870,698	989,549	7,490,484	172,871	68,380,214	816,678
lamb.....	"	13,589,081	226,329	1,230,337	34,286	12,358,744	192,043
pork.....	"	122,149	3,061	61,009	2,602	61,140	459
" Potted.....			156,134		133,824		22,310
" Preserved in tins.....	lbs.	25,881,867	574,870	21,522,696	1,230,083	4,359,171	655,213
" Other, includ. salted.....	cwt.	3,524	5,294	689	2,647	2,835	2,647
Metal manufactures, wire netting.....			2,161		985		1,176
Ores, antimony.....	cwt.	361	407			361	407
other.....			3,933		1,293		2,640
Plants and trees.....			3,714		2,550		1,164
* Rags.....	cwt.	5,895	6,250	3,800	13,538	2,095	* 7,288
Sausage casings.....			44,197		36,389		7,808
Shale kerosene.....		8,840	1,083			8,840	1,083
* Silver—bullion and matte.....	oz.	2,968,167	310,033	2,800,761	528,408	167,406	* 218,775
Silver and silver lead ore.....	cwt.	70,793	59,265			70,793	59,265
Skins, hides, cattle.....	no.	610,337	907,733	73,373	173,567	537,464	734,166
" horse.....	"	3,813	2,320	16	20	3,797	2,300
" Sheep with wool.....	"	2,105,178	439,525	556,051	166,769	1,549,127	272,756
" Other.....			611,553		487,704		123,851
Spelter, concentrates.....	cwt.	1,995,796	457,808	63,445	21,827	1,932,351	435,981
Spirits, denaturated.....	galls.	6,362	556	5,630	695	732	* 139
other.....		179,459	12,948	176,503	11,864	2,956	1,084
Tallow.....	cwt.	653,085	999,468	166,500	398,881	486,585	600,587
Timber, dressed.....	sup. ft.	320,752	3,661	171,999	2,553	148,753	1,108
" undressed.....	"	23,439,603	222,352	11,046,421	165,377	12,393,182	56,975
" logs and spars.....	"	1,437,090	21,867	245,860	1,191,230	1,191,230	19,880
" all other.....			12,473		4,314		8,159
Tin—ore.....	cwt.	49,772	280,083	1,660	7,359	48,112	272,724
Vehicles wagons, &c.....			9,427		6,981		2,446
Wax, beeswax.....	lb.	4,750	300	1,444	132	3,306	168
Wool, greasy.....	"	228,997,000	9,171,323	112,551,984	7,705,211	116,445,016	1,166,112

* Denotes quantities decreased, values increased.

Textiles (exclusive of bags, socks and cordage)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Jewellery, time pieces and fancy goods—	13,508	28,804	1,186	833
Jewellery, imitation jewel-			60,802	
lery and precious stones...			8,289	
Timepieces.....				
Fancy goods.....	19,129	27,627	7,827	
Pipes (smoking).....			3,922	
Optical, surgical and scientific instruments—				
Cameras, magic lanterns, photographs, etc....	138,289	291,549		
Spectacles and frames.....	4,504	9,902		
Drugs, chemicals and fertilizers—				
Dyes.....	659	3,647		
Insecticides, sheepwashes and disinfectants.....				
Medicines.....	3,025	6,126	709	
Oils, essential (non-spirituous).....	71,355	115,114		
Perfumery.....	733	2,859		
Cream of tartar.....	16,816	33,558		
Soda, caustic.....	Nil	12,799		
Other drugs, etc.....	89	21,201		
Miscellaneous—			16,357	204
Bags, trunks, etc., including fittings.....	3,089	29,533	38,744	
Brushware.....	5,354	12,491	24,088	
Matches and vestas, gross of bxs.		2,000	10,604	
Instruments, musical.....				684
Chassis for motor cars.....				44,065
Other vehicles and parts.....				15,665

7,859
45,710
47,733

684
44,065
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833

204

16,357

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Schedule "C."

IMPORTS into New South Wales from Ceylon, China, East Indies (Sumatra), India, Italy, Netherlands, New Zealand, Norway, South African Union, Sweden and Switzerland, of the principal lines of commodities showing an increase—the year 1913 compared with 1916-1917.

	1913.		1916-1917.	
	Quantity.	Value.	Quantity.	Value.
Ceylon—				
Rubber and rubber manufactures . . . . .	.....	22,477	.....	36,663
India—				
Vegetable substances, etc.—				
Linseed centl.	58,084	34,914	212,405	158,157
Apparel, etc.—				
Hessian and other jute piece-goods..	.....	110,372	.....	163,414
Metals, unmanufactured—				
Iron, pig cwt.	4,017	904	38,495	9,315
New Zealand—				
Foodstuffs of animal origin—				
Fish, fresh or preserved by cold process, smoked or dried (not salted) lb.	587,625	11,784	657,968	14,424
Preserved, in tins"	27,207	2,105	46,793	3,315
Apparel, etc.—				
Cordage and twine—				
Reaper and binder twine and yarn cwt.	20	45	2,846	7,924
South African Union—				
Miscellaneous—				
Arms, ammunition and explosives—				
Explosives, n.e.i. . . . .	.....	12	.....	10,308
Gelignite lb.	53,050	1,854	1,147,500	37,947
China—				
Apparel, etc.—				
Piece-goods, silk or containing silk . . . . .	.....	36,707	.....	97,863
Piece-goods, velvets, etc. . . . .	.....	6,956	.....	19,659
Cordage, n.e.i. . . . .	.....	463	.....	1,012
East Indies—				
Oils, fats, etc.—				
Benzine (Sumatra) gal.	1,122,756	48,844	3,100,931	239,294
Italy—				
Apparel, etc.—				
Gloves, n.e.i. . . . .	.....	8,225	.....	13,552
Piece-goods—				
Cotton and linen . . . . .	.....	1,240	.....	18,894
Silk or containing silk . . . . .	.....	20,264	.....	60,271
Woollen or containing wool . . . . .	.....	239	.....	8,856
Oils, fats, etc.—				
Oils in bulk—Olive gal.	169	50	19,252	7,943
Drugs and chemicals—				
Acid, tartaric cwt.	19	113	531	8,460
Cream of tartar . . . . ."	.....	.....	840	8,778
Netherlands—				
Apparel, etc.—				
Piece-goods—Cotton and linen . . . . .	.....	6,031	.....	17,229
Manufactures of metals—				
Incandescent mantles number.	8,640	64	241,752	2,836
Other . . . . .	.....	2,073	.....	3,389
Norway—				
Foods, etc.—				
Fish, preserved in tins lb.	147,767	5,586	941,924	63,695
Milk, preserved, condensed, etc."	139,786	3,684	129,554	7,747
Paper and stationery—				
Paper, browns, etc. cwt.	16,152	11,993	23,418	40,575
" printing . . . . .	.....	54,217	.....	171,121
" millboard and grayboard, etc. . . . .	.....	343	.....	2,716
" other—free . . . . .	.....	1,981	.....	7,103
Sweden—				
Paper, browns, etc. cwt.	53,006	39,063	49,073	66,118
Coated boards . . . . .	.....	331	.....	4,206
Millboard, grayboard . . . . .	.....	12,447	.....	13,374
Writing and typing . . . . .	.....	2,761	.....	3,067
Other—free . . . . .	.....	2,363	.....	8,878

IMPORTS INTO NEW SOUTH WALES, ETC.—*Continued.*

	1913.		1916-1917.	
	Quantity.	Value.	Quantity.	Value.
Switzerland—				
Foods, etc.—				
Milk, preserved, condensed, etc. . . lb.	540	14	262,118	8,732
Apparel, etc.—				
Trimmings and ornaments. . . . .	.....	70,345	.....	86,617
Apparel and attire, n.e.i. . . . .	.....	28,410	.....	53,885
Cosies and cushions, etc. . . . .	.....	813	.....	3,847
Piece-goods—				
Silk. . . . .	.....	61,454	.....	86,318
Velvets, velveteens, etc. . . . .	.....	74,948	.....	112,762
Machinery and manufactures of metal—				
Chain blocks. . . . .	.....	.....	.....	4,990
Machinery, n.e.i. . . . .	.....	29	.....	1,982
Iron and steel pipes and tubes. . . .	.....	.....	.....	4,990
Earthenware—				
Lenses—Locket, watch glasses, etc..	.....	1	.....	690
Fancy goods, jewellery, etc.—				
Clocks and watches. . . . .	.....	59,772	.....	83,813
Drugs and chemicals—				
Saccharin, etc. lb.	250	63	540	1,173
Other—Free. . . . .	.....	1,498	.....	3,489

EXPORTS from New South Wales diverted into new channels.

Article.	Where Diverted.
Copra.	United States.
Glycerine, lanoline (crude wool fat) unrefined.	South Africa.
Grain—Wheat.	Canada.
	New Zealand.
	United States.
	Peru.
	Monte Video.
	Guam.
	Colon—for orders.
Hair.	Japan.
Horns.	United States.
Iron and steel—Girders, beams, etc. . . .	Java.
Lard and refined animal fats.	South Africa.
Leather.	Egypt.
	Italy.
Meats—Bacon and hams.	India.
	Ceylon.
	Egypt.
Potted or Concentrated.	India.
Preserved in tins.	Egypt.
Pearl shell.	Zanzibar.
	Canada.
	Japan.
	United States.
Rags.	Japan.
Skins—Rabbit and hare.	Canada.
	Japan.
Sheep.	Canada.
Specie—Gold.	Egypt.
Silver.	New Zealand.
Stearine.	Bismark Archipelago.
	Dutch Borneo.
	Cochin China.
	China.
	Japan.
Tallow, unrefined.	Canada.
	Egypt.
Timber, undressed.	Canada.
Wool, greasy.	Canada.
	Egypt.
Scoured.	Egypt.
Tops.	Canada.
Zinc spelter—Bars, blocks, rods.	India.

CANADIAN READY-MADE DOORS IN THE UNITED KINGDOM.

Some apprehension has been felt among exporters of Canadian-made doors to the United Kingdom regarding the reported attitude of some of the British trade unions toward these products. From inquiries made, however, it appears reasonably certain that there is no hostility among British Unions toward Canadian-made doors, but the unions insist on doors being made by union labour and as such certified by the importers.

SIBERIAN FARMERS' REQUIREMENTS, AGRICULTURAL IMPLEMENTS AND TOOLS.

Mr. L. D. Wilgress, Canadian Government Trade Commissioner in Vladivostok, Siberia, obtained from the Zemstvo of the Amur province of Siberia, the following lists of agricultural machinery, implements, furnishings and tools required in the Amur province of Siberia:—

AGRICULTURAL MACHINES AND BINDER TWINE, ETC.

I. PLOWS.

	Width of Furrow.	Number of Pieces or Price Poods.	Remarks.
Red Gasket Plow with wooden beam	10"	50	All plows with knife & disc for carriage & two spare shares.
	12"	100	
	14"	200	
	16"	50	
Red Gasket Plow with steel beam.....	8"	25	do do
Sulky Plow.....	14"	100	With turning cutter & extra share.
	16"	125	
	14"	75	
Wheeled Plow sing.....	16"	75	do do
Prairie Queen Extra Breaking Plow.. . . .	14"	20	All with knives 50% with discs.
	16"	30	
	14"	200	
Wheel Walker (with wheel without seat. Red Flyer).	16"	300	With spare share.
Siberian Riding Plow with wheel seat Blue Flyer.	16"	200	
Blue ribbon.....	12"	100	
	14"	300	75% with knife fore carriage & spare share.
	16"	200	
	16"	200	
The Oliver No. 26 sulky Plow Flyer with seat H/K.	16"	200	
"Without".....	14'	300	
	16"	300	
Kosulia Oliver.....	12"	100	
Total number of plows.. . . .		3,125	

II. HARROWS.

Harrows with straight teeth & double frame.. . . .		100	
Harrows zigzag frame.....	3 sections.	100	
Disc Harrows.....		450	

III. CULTIVATORS.

Spring tooth with seat 12 teeth without seat.....		15	
9 teeth with high frame with 12 teeth.....		20	
		15	
Cultivators earth breakers 3 teeth.....		15	
" " 14 teeth.....		15	
Total.....		80	

AGRICULTURAL MACHINES AND BINDER TWINE, ETC.—*Continued.*

IV. BROAD CAST SEEDERS.

— — —	Width of Furrow.	Number of Pieces or Price Pods.	Remarks.
Broad cast Seeders.....	8 feet	100	
	10 feet	500	
Total		600	

V. DISC SEEDERS.

Disc Seeders.....	8 rows	100	
	10 "	74	
	12 "	150	
	14 "	75	
Total.....		400	

VI. MOWERS.

Mowers.....	4½ feet	700	
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VII. HORSE RAKES.

Horse Rakes.....	9 feet	700	
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VIII. REAPERS.

Reapers.....	5 feet.	915	
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IX. BINDERS.

Binders	6 feet.	1,000	
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X. GRINDERS WITH ONE STONE.

Grinders		450	Instead of special grinders, order pressed sandstone.
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XI. THRESHING MACHINES.

Champion—Ellis Keystone.—			
Champion—Keystone.—			
No. 1 without wheels.....	20 feet.	20	
No. 1 on wheels.....	20 "	10	
No. 2 without wheels.....	24 "	20	
No. 2 on wheels	24 "	40	
No. 3 "	28 "	40	
No. 4 "	32 "	10	
The Little Giant & Sons.—			
No. 1 on wheels.....		30	
No. 2 "		30	
Total.....		200	

AGRICULTURAL MACHINES AND BINDER TWINE, ETC.—*Continued.*

XII. HORSE GEARS.

	Width of Furrow.	Number of Pieces or Price Poods.	Remarks.
Champion Horse Gears to suit Threshing Machines— Portable.....		100	

XIII. PORTABLE STEAM ENGINES.

Steam Portable Engine fitted with Straw- burners.....	6 h.p. 9 " 13 "	10 20 20	To purchase with ready money, order not more than 35 pieces from 6-13 h.p. On a commission basis take 70.
Steam Portable Engines.....	15 " 18 "	10 10	
Total.....		70	

XIV. GRAIN CLEANING MACHINES.

Winnowers of the Ufa and Saratov type.....		200	
Seed sorters.....	No. 2-3.	75	
Dyeing Machine type "Gayda".....		10	
Apparatus for cleaning rust.....		5	
Winnowers New Superior same.....		5	

XV. STRAW CUTTERS.

Hand disc type.....		25	
" drum type.....		75	
Horse ".....		50	
Total.....		150	

XVI. HAY PRESSES.

Steel presses, cylinder type on wheels, size 16 by 18 inches and 14 by 18 inches.....		10	
Hand presses type Ingersoll.....	14-16-26 Verchaks.	5	

XVII. SPECIAL MACHINES.

Grain splitters.....		5	
Grain crushers.....		5	
Meal grinders.....		20	
Root cutters.....		3	
Seed press.....		5	
Flax crusher (hand).....		10	
Flax stripper.....		10	
Flax cleaner type Blomeriuse.....	5 by 1 arch.	10	
Cream separator, Massey-Harris.....	200 lbs.	10	
	300 "	10	
	500 "	5	
Butter churns for above sizes.....		20	
Butter workers.....		20	
Roller oil presses..	12 inches.	2	
	17 "	3	
Falevsky.....		5	
Seed roaster.....		5	
Press 80—100 pood of seed capacity.....		5	

AGRICULTURAL MACHINES AND BINDER TWINE, ETC.—*Continued.*

XVIII. BINDER TWINE.

	Width of Furrow.	Number of Pieces or Price Poods.	Remarks.
Binder Twine, best quality.....	Poods.	50,000	

XIX. SMALL INVENTORY.

Scythes best steel with ring for fastening.....	From 12½ to 20½	
Sickles steel with handle.....	Vershaks.	20,000
Forks forged steel with—		5,000
2-3-4 prongs 10-in.		
2-3 " 12-in.		
3 " 14-in.		
4 " 14-in. & 16-in.		6,000
Shovels mid size		2,000
Rakes forged steel.....		500
Hammers for scythes.....		2,000
Punches for knocking off scythes.....		1,000
Axes carpenter.....	3 lbs.	1,500
Axes for lumbermen.....	4 "	1,500
Nippers		500
Saws for sawing logs.....		500
Files assorted.....		10,000
Waterproof all sizes.....	Sq. Arsh.	5,000
Zinc sheets meshed for sieves all sizes	Arshines.	2,000
Wire for hay press.....	No. 14. Poods.	1,000
Harrow teeth straight	Poods.	1,000
Weighing machines registering ¼ poods up to 10 poods		300
Capacity 40 poods to 100 poods.		
Horse shoes, No. 0, 1, 2, 3 and 4 with nails, etc., (nails to weigh 500 poods.).....	Poods.	3,000
Disinfectant powder "Formaline".....	"	100
Leather belts made of Russian and English hides, flax, hemp, camel hair, paper and rubber lined.	1½-in. arsh.	1,000
	2 -in. "	1,000
	2½-in. "	500
	3 -in. "	500
	4 -in. "	1,000
	4½-in. "	1,000
	5 -in. "	2,000
	5½-in. "	500
Lubricating grease—		
Oleonaphta.....	Poods.	10,000
Cylinder	"	2,000
Shtaufer's grease.....	"	750

MANUFACTURED TOOLS AND INSTRUMENTS.

	Number of Pieces Required.
I. Workshop Equipment—	
Lathes, length up to 2 meter..	5
Hand drilling machines..	3
Drilling machines, power driven, small..	5
“ large..	5
Anvils, 5 pood weight..	20
Blacksmith furnace with two fires and ventilator..	10
Blacksmith vices, 3 pood weight..	5
Fitters vices, 1 pood weight..	10
Large lever scissors, weight from 15 to 20 poods..	5
Scissors for shop use..	5
Whet-stone (sand)..	5
Emery stone, pairs..	5
Punching machines, capable of punching $\frac{1}{2}$ " round and square	5
Carpenters benches..	10

MANUFACTURED TOOLS AND INSTRUMENTS.—*Continued.*

	Number of Pieces Required.
II. Blacksmiths Tools—	
Sledge hammers, 20 pounds.. . . .	5
“ “ 15 “	10
“ “ 10 “	10
Hammers from three and five pounds.. . . .	25
Stamp dies, half round, $\frac{1}{2}$ to $1\frac{1}{2}$ compl.. . . .	10
straight, $\frac{1}{2}$ to $1\frac{1}{2}$ compl.. . . .	15
flat, $\frac{1}{2}$ to $1\frac{1}{2}$ compl.. . . .	10
Punches—Round.. . . .	30
Square.. . . .	10
Sharp chisel point for anvil.. . . .	10
Blacksmiths chisels (all kinds).. . . .	25
Files.. . . .	60
Blacksmiths pincers (assorted).. . . .	20
Forms.. . . .	5
Steel rule, square and two dividers sets.. . . .	5
III. Fitters Instruments—	
Taps, two of each kind from $\frac{1}{4}$ " to $\frac{1}{2}$ " by $\frac{1}{16}$ " and from $\frac{1}{2}$ " to 1" by $\frac{1}{8}$ ".	10
Outfit of dies for cutting thread.. . . .	10
Stocks for dies 1 (from $\frac{1}{4}$ " to $\frac{3}{8}$ "), 2 (from $\frac{7}{16}$ " to $\frac{5}{8}$ " and $\frac{3}{4}$ " to 1").. . . .	30
Hand scissors for tin.. . . .	10
Spiral American drills from $\frac{1}{16}$ " to $\frac{1}{2}$ " by $\frac{1}{16}$ " and from $\frac{1}{2}$ " to 1".. . . .	40
French spanners (monkey).. . . .	15
Pipe wrenches.. . . .	10
Ordinary spanners from $\frac{1}{4}$ " to $1\frac{1}{4}$ ".	10
Chisels can be made here with machine tool steel.. . . .	10
Pliers.. . . .	30
Pliers for cutting.. . . .	30
Small hand vices.. . . .	20
Files.. . . .	300
One dozen saws for cutting metal.. . . .	10
Bolts and nuts up to $\frac{3}{4}$ "	
Nuts with washers.. . . .	
Measuring outfit (two dividers, six scales, three rules, three set squares) outfits.. . . .	10
Pincers for wire.. . . .	10
Chisels for chipping iron.. . . .	20
Hand drills.. . . .	10
Ratchet drills.. . . .	20
Centre punches.. . . .	20
Fitters hammers.. . . .	30
Ratchet for drilling.. . . .	10
IV. Carpenters Instruments—	
Carpenter axes.. . . .	10
Joiners planes outfit (two jack planes, two large planes and four ordinary).. . . .	10
Wood chisels for hammer use, all sizes.. . . .	40
Saw blades.. . . .	40
Hand saws.. . . .	30
Twenty drills from $\frac{1}{8}$ " to 1".. . . .	160
American universal drill.. . . .	10
Hammers.. . . .	30
Rasps.. . . .	40
Lathes foot power.. . . .	10
Full outfit of chisels for same.. . . .	10
Brace and bits.. . . .	10
Chisels, straight.. . . .	40
Oil stones for sharpening.. . . .	30
Emery wheels.. . . .	10
Measuring outfit (square, dividers, spirit level, and scribing blocks and scriber).. . . .	10
V. Material—	
Iron wire, No. 16-13 poods.. . . .	40
“ No. 12-10 “	40
Round iron diam. $\frac{3}{16}$ " poods.. . . .	40
$\frac{1}{4}$ " “	40
$\frac{5}{16}$ " “	40
$\frac{3}{8}$ " “	250
$\frac{7}{16}$ " “	100
$\frac{1}{2}$ " “	500
$\frac{9}{16}$ " “	50
$\frac{5}{8}$ " “	500
$\frac{3}{4}$ " “	300
$\frac{7}{8}$ " “	300
1" “	300

MANUFACTURED TOOLS AND INSTRUMENTS.—*Continued.*

V. Materials— <i>Con.</i>		Number of Pieces Required.
Round Iron diam.	1 $\frac{1}{8}$ " "	100
	1 $\frac{1}{4}$ " "	100
	1 $\frac{3}{8}$ " "	100
	2 $\frac{1}{4}$ " "	350
Total..		3,150 poods.
Square iron, $\frac{1}{2}$ " poods..	$\frac{1}{8}$ " "	50
	$\frac{3}{8}$ " "	50
	$\frac{1}{2}$ " "	50
	$\frac{3}{4}$ " "	50
	1" "	100
	1 $\frac{1}{2}$ " "	200
Total..		500 poods.
Flat iron—		
1" x $\frac{1}{8}$ " poods..		50
1" x $\frac{1}{4}$ " "		50
1" x $\frac{3}{8}$ " "		400
1" x $\frac{1}{2}$ " "		200
1 $\frac{1}{8}$ " x $\frac{1}{8}$ " "		50
1 $\frac{1}{8}$ " x $\frac{1}{4}$ " "		50
1 $\frac{1}{8}$ " x $\frac{3}{8}$ " "		50
1 $\frac{1}{8}$ " x $\frac{1}{2}$ " "		50
1 $\frac{1}{8}$ " x $\frac{1}{8}$ " to $\frac{3}{4}$ " poods..		100
1 $\frac{1}{8}$ " x $\frac{1}{4}$ " to $\frac{3}{4}$ " "		100
2" x $\frac{1}{4}$ " to $\frac{3}{4}$ " "		200
2 $\frac{1}{2}$ " x $\frac{1}{4}$ " to $\frac{3}{4}$ " "		200
2 $\frac{1}{2}$ " x $\frac{3}{8}$ " poods..		1,500
3" x $\frac{3}{4}$ " "		1,000
Total..		4,000 poods.
Weight of iron all told, 7,730.		
Share steel—		
$\frac{5}{16}$ " x 5" poods..		2,000
$\frac{3}{8}$ " x 5" "		2,000
Total..		4,000 poods.
Tool steel, all grades..		500 "
Pig-iron, fresh medium sulph..		3,000 "
" soft..		2,000 "
Blacksmith charcoal..		1,000 "
" hard coal washed..		3,000 "
Coke..		1,500 "
Naphtha..		750 "
Kerosene..		750 "
Benzine..		200 "

CURRENT NOTES OF INTEREST FROM BOLIVIA.

CONTRIBUTED BY GEORGE MALLETT.

Export Tax on Minerals.

November 23, 1918.—The announced intention of the Bolivian Government to impose an export tax upon mineral products, amounting in some cases to as much as 8 per cent of the profits, has given rise to considerable controversy in the neighbouring Republic of Chile, in which country it is claimed that the bulk of the exploiting enterprise and working capital belongs. While the right of Bolivia to impose a tax upon wealth extracted by foreign enterprise from Bolivian soil is not questioned, the right of the opposing interests is claimed, to protest against what is regarded as uncalled for pressure on an already tight shoe.

Chilean capitalists and also a number of British capitalists resident in Chile, are seriously alarmed at the new system of taxation, which threatens to impede the development of foreign enterprise which up to now has been regarded with such promising expectations.

Proposed Port for Bolivia.

The recent visit of the Uruguayan Ambassador, Dr. Brum, on his return voyage from the United States in the cruiser *Montevideo* was an opportunity for the Bolivian press to raise again the cry for a maritime port, in the hope that the practical sympathies of President Wilson might be enlisted in the cause of Bolivia, whose demands are claimed to be on a par with those of Serbia. As one of the necessary conditions for the preservation of peace in Europe is declared to be the concession of a port to Serbia, so the same argument is said to apply to Bolivia, as similarly situated.

Navigation.

January 22, 1919.—A company has been formed in Nazareno—a Bolivian town, situated on the slopes of Tupiza valley, sixty kilometres from La Quiaca—with Italian, Belgian, and Argentine capital, for the construction of a navigation and irrigation canal from there to the province of Salt. The canal will be fed by the Pilcomayo and Birmejo rivers, and its construction will entail an outlay of several million pesos, as innumerable works of construction are necessary, owing to the sinuous nature of the locality.

Nazareno is situated in one of the wealthiest regions of Bolivia eminently fertile and rich in mineral wealth. There are already three large companies exploiting lead mines in the neighbourhood. Authority has been given the "Condor Andino" to have freedom for navigation of the waters of Lake Titicaca, on condition it is used exclusively for coasting trade. The "Condor Andino" is the property of the Chipana Company.

Railways.

A contract has been signed by the managements of the Antofagasta and Bolivia Railway and the Arica-La Paz line, authorizing the one to run their cars on the lines of the other to La Paz.

The rails of the new line from La Paz to Sucre are being laid. Considerable damage was done by the floods from the swollen rivers in the earlier part of the season on the Cochabamba line.

CURRENT EVENTS OF INTEREST IN CHILE.

CONTRIBUTED BY GEORGE MALLET.

The Slump in Exchange.

Valparaiso, January 20, 1919.—In view of the disastrous effects of the recent slump in exchange, which dropped within a month from about 17d. to 10d., the Minister of Finance has been making strenuous efforts to secure the active co-operation of all banking institutions to prevent speculation by members and associates of the "Bolsas" of Valparaiso and Santiago in the sale and purchase of drafts on London and New York. The Minister has been sanguine of the beneficial results of his scheme, but no one else appears to have much faith in it. So many schemes have been suggested and tested from time to time, but only to prove the more convincingly that while there is a paper currency there will always be fluctuations. The "paper" party in Chile, who make good business off the fluctuations, is a powerful one, with far reaching influence, barely stopping short of the presidential chair.

The date for conversion to metal currency was fixed by law for the end of 1918, but has again been postponed to December 31, 1919, a clause being included in the new decree prohibiting the export of gold in any form during the present year.

All passengers leaving Chile by sea or land must declare the exact amount of gold in their possession either in coin, jewellery, or any other form, but will be allowed to retain any reasonable amount which may be calculated as necessary for the expenses of the voyage.

Hide Exports Prohibited.

At the request of the leather trade, the Government is presenting a bill for the prohibition of the export of hides and skins during 1919 in view of the threatened scarcity and high price of leather. The President of the Republic is to be authorized to extend the prohibition, if necessary, during 1920 and 1921.

All attempts to export hides during the period of prohibition is to be punishable with a fine equal to the value of the goods, for the benefit of the informer, and the goods are to be confiscated by the Customs Department.

Interests in Arica.

With a view to encouraging development in the debatable territory in the north, the Chilean Government is petitioning Congress for the necessary funds for the construction of a railway pier and a hotel for passengers at the port of Arica.

The Minister of Finance has also presented a bill for the benefit of manufacturers established or who may hereinafter establish industries in Arica dependent upon imported raw material, by which said raw material shall be allowed to enter free of duty on the condition that not less than 80 per cent of the operatives are Chilean subjects.

Chilean Patents Obtained.

The Williams Foreign Patents, Ltd., London, have obtained a ten-year patent for "a system of construction of reinforced concrete ships with double case connected by ties and ribs of the same material. (Case A.) Another by the same firm for the "construction of reinforced concrete ships, barges, etc., including their decks, bases, and other internal ties, and using composition moulds for bows and kiels." (Case B).

Miss Carmen Olga Lottero, of Buenos Aires, has been granted an eight-years' patent for a process for the production of paper pulp from the roots of alfalfa and similar forage plants.

Farley Granger Clark and Alexander Thomas Stuart of Toronto, Canada, a ten-years' patent for a process for the extraction from minerals by chemical means of elements associated with metals, with a view to the purifying of the latter.

WAR MEASURES—CANADA.

Reimposition of Export Restrictions.

Export restrictions which had been lifted have had to be re-imposed, it is officially announced by the Canada War Trade Board and the Canada Food Board. All regulations, which were in force when the armistice was signed on November 11 except those affecting shipments to the United Kingdom, the United States, France (including Alsace-Lorraine), Belgium, Italy and Japan with the possessions and protectorates of these countries, are consequently again in force.

This step has been taken so as to co-ordinate the allied policy on exports. When on January 20, last, restrictions were removed on exports except a few foodstuffs, unscrupulous exporters in other countries took advantage of the relief intended for our own exporters to ship commodities via Canada to consignees to whom they would

not have been allowed to ship direct from their own countries. This "back door" entry would have been damaging to Canada's prestige. The firm course was taken to prevent trade with enemy concerns in neutral countries. Concerted action will continue to be imperative until the peace conference determines the conditions under which shipments may be made to enemy firms in neutral lands.

Exporters to other than the countries mentioned must, therefore, apply for permits to the War Trade Board or to the Canada Food Board, where applications will be handled as promptly as possible. No permit is required where the value of any commodity does not exceed \$100.

Regulations Governing Prohibited Exports Further Amended.

Referring to Customs Memorandum 2172-B and subsequent Memoranda passed under the authority of the War Measures Act, 1914, and prohibiting exportation of goods from Canada, the following regulations under Memorandum 2292-B have been approved by the War Trade Board and the Canada Food Board, and collectors of customs may be governed accordingly.

It is to be noted, however, that these regulations do not in any way affect the various proclamations regarding trading with the enemy, nor such shipments to Switzerland as are required to be consigned to the Société Suisse de Surveillance Economique.

REGULATIONS.

1. For export to the United States, the United Kingdom, France (including Alsace and Lorraine), Belgium, Italy, Japan, and their possessions and protectorates, collectors of customs at ports of exit may, by endorsement of the usual shipper's export entries, license shipments of all commodities except the following:—

Gold and silver.
Wheat and oats.
Wheat flour and farina.
Butter.
Cheese.

Sugars.
Syrups and molasses.
Mill screenings and screenings of grain.
Canned salmon.

2. Individual licenses shall be required for export of the following goods to all destinations:—

Gold and silver.
Wheat and oats.
Wheat flour and farina.
Butter.
Cheese.

Sugars.
Syrups and molasses.
Mill screenings and screenings of grain.
Canned salmon.

3. Individual licenses shall also be required for all prohibited exports to destinations other than the United States, the United Kingdom, France (including Alsace and Lorraine), Belgium, Italy, Japan, and their possessions and protectorates.

4. Applications for licenses to export gold and silver to be addressed to the Deputy Minister of Finance.

5. Applications for licenses to export wheat and oats shall be addressed to the Chairman, Board of Grain Supervisors, Winnipeg.

6. Applications for licenses to export all other foodstuffs except wheat and oats to be addressed to the Canada Food Board, Ottawa.

7. Applications for licenses to export all other goods shall be addressed to the War Trade Board, Ottawa.

8. Shipments of goods on the prohibited list, when the value of no one commodity exceeds \$100, may be licensed by the endorsement of the collector of customs at the point of exit on the usual shippers' export entry.

9. In the case of shipments by parcel post when the value of no one commodity exceeds \$100, postmasters may accept same for transmission without license.

Importation of Unset Diamonds.

Memorandum of the Department of Customs, February 27, 1919 (No. 2289-B).

An Order in Council (P.C. 421), as set forth below, passed on February 24:—

His Excellency the Governor General in Council, on the recommendation of the Minister of Customs and Inland Revenue, is pleased to cancel the Order in Council of September 20, 1915 (P.C. 2191), prohibiting the importation of unset diamonds into Canada except when imported direct from the United Kingdom, and the same is hereby rescinded accordingly.

BRITISH GOVERNMENT NOTICES AFFECTING CANADIAN TRADE.

Removal of Bacon Import Restrictions.

One of the most important steps tending favourably to affect Canadian trade has been taken by the British Board of Trade in the issue of an open general license to permit the importation of bacon, hams and lard arriving on or after March 10. Consignments which may be imported under this general license before March 31 may not, however, be sold before that date, according to the information cabled yesterday (March 27) to the Canadian Trade Commission in Ottawa. This restriction, it is believed, has been dictated partly by the difficulties of allotment under the ration plan in Great Britain.

The Board of Trade also announces the removal as from the end of April of all restrictions on the importation of paper, including wallpaper and paper-making materials. Meanwhile the number of import licenses will be increased to 75 per cent of the pre-war standard.

The Canadian Mission at No. 1 Regent street, London, S.W., is prepared to advise importers into the United Kingdom who may be experiencing difficulties in importing goods from Canada.

The Supply of Castor Seed from India.

A despatch has been received from Lord Milner, Colonial Secretary, stating that the exportation of castor seed from India to the British overseas dominions is now allowable.

"It is now thought that for the present the most convenient procedure for making purchases of this seed would be for the Governments of the Dominions to place orders with the Oilseeds Commissioner in India or to recommend to him orders which private firms desire to place.

"Provided your Government see no objection it is therefore suggested that communications regarding any supplies of the seed required should be made direct to the Oilseeds Commissioner, whose telegraphic address is Comwheat, Calcutta."

RESTRICTIONS ON FLOUR IMPORTS INTO CUBA.

The Canadian Trade Commission is informed that owing to there being a heavy accumulation of wheat flours in Cuba, the Food Administration there has placed certain restrictions on flour imports. Importers must purchase two sacks of flour from the Cuban Food Administration for every sack they import. It is not known whether this regulation is to be of long duration. Exporters in Canada should consult with consignee in the Cuban Republic.

NEW INCORPORATIONS.

Dominion.

The Shawinigan Engineering Company, Limited. Incorporators: Gordon Walters MacDougall, King's counsel; William Bridges Scott and Linton Hossie Ballantyne, advocates; James Geary Cartwright, accountant; and Elsie Campbell Winter, stenographer—all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Canada Casing Company, Limited. Capital stock increased from \$200,000 to \$500,000, increase to consist of 3,000 shares of \$100 each.

British Columbia.

Rubber Products, Limited. Capital, \$50,000, divided into 50,000 shares. Registered office, Vancouver.

Glenwood Mining Company, Limited. Capital, \$10,000, divided into 10,000 shares. Registered office, Hudson's Hope.

Kwatna Fishing Company, Limited. Capital, \$10,000, divided into 100 shares. Head office, Vancouver.

Newport Lumber and Trading Company, Limited. Capital, \$25,000, divided into 250 shares. Head office, Vancouver.

Gerrard Lumber Company, Limited. Capital, \$50,000, divided into 500 shares. Head office, Gerrard.

Pioneer Water Power Development Company, Limited. Capital, \$50,000, divided into 50,000 shares. Head office, Vancouver.

Defiance Markets, Limited. Capital, \$25,000, divided into 25,000 shares. Head office, Vancouver.

Premier Gold Mining Company, Limited. Capital, \$5,000,000, divided into 5,000,000 shares. Head office, Vancouver.

Defiance Wharves, Limited. Capital, \$25,000, divided into 25,000 shares. Registered office, Vancouver.

Frank Darling and Company, Limited. Capital, \$100,000, divided into 1,000 shares.

Lyon Lumber, Limited. Capital, \$50,000, divided into 5,000 shares. Registered office, Vancouver.

Hamsterley Farm Jam Company, Limited. Capital, \$30,000, divided into 300 shares. Registered office, Victoria.

Mainland Oil Company, Limited (non-personal liability). Capital, \$250,000, divided into 1,000,000 shares. Head office, Vancouver.

B. C. Aerial Navigation, Limited. Capital, \$50,000, divided into 50,000 shares. Head office, Victoria.

Canadian-Russian Trading Company, Limited. Capital, \$20,000, divided into 200 shares. Head office, Vancouver.

Cariboo Gold-Platinum Extracting Company, Limited (non-personal liability). Capital, \$250,000, divided into 250,000 shares. Head office, Vancouver.

Sodium Sulphate Company, Limited. Capital, \$50,000, divided into 5,000 shares. Registered office, Vancouver.

Hamsterley Farm Products, Limited. Capital, \$10,000, divided into 100 shares. Registered office, Victoria.

Olivine Mountain Platinum Syndicate, Limited (non-personal liability). Capital, \$10,000, divided into 10,000 shares.

Aerial Transporters, Limited. Capital, \$10,000, divided into 10,000 shares. Registered office, Vancouver.

Ideal Iron Works, Limited. Capital, \$25,000, divided into 250 shares. Registered office, Vancouver.

Licenses to Extra Provincial Companies.—The Dalton Spice Company, Limited. The New Eastern Investment Company, Limited. The Albyn Trust, Limited. The J. L. Goodhue & Company, Limited.

Nova Scotia.

Western Steamship Company, Limited. Incorporators: George A. Wood, merchant, Halifax; James W. Schmeiser, master mariner, La Have; Francis D. Smith, barrister, Halifax; and Richard N. Tyler, solicitor, Halifax. Capital, \$50,000, divided into 5,000 share of \$10 each.

Glasgow Dredging Company, Limited. Incorporators: H. S. Sutherland, merchant, and C. L. Rood contractor, New Glasgow; and R. A. R. Rowlings, barrister-at-law, Sydney. Capital, \$30,000, divided into 3,000 shares of \$10 each. Registered office, New Glasgow.

Avon Transportation Company, Limited. Incorporators: Hector Kempt and Frank B. A. Chipman, barristers; and Norman E. Mackay, solicitor's clerk, all of Halifax. Capital, \$250,000, divided into 2,500 shares of \$100 each. Registered office, Halifax.

Manchester Iron Mines and Railway Company, Limited. Incorporators: Hugh A. Hattie, agent, Stellarton, N.S.; D. C. Currie, New Glasgow; and Robert Stewart, Stellarton. Capital, \$75,000, divided into 7,500 shares of \$10 each.

Barnhill Shipping Company, Limited. Incorporators: James A. Hanway, barrister; Aubrey H. Lamey, insurance clerk; and Eugene P. Parker, barrister, all of Amherst. Capital, \$64,000, divided into 64 shares of \$1,000 each. Place of business, Amherst.

Saskatchewan.

The Wilkie Machine Company, Limited. Capital, \$20,000. Registered office, Wilkie.

Alex. Young, Limited. Capital, \$50,000. Registered office, Regina.

Frank Koehler, Limited. Capital, \$30,000. Registered office, Watrous.

Western Church Furniture and Supply Company, Limited. Capital, \$25,000. Registered office, Regina.

Flemings, Limited. Capital, \$20,000. Registered office, Saskatoon.

Harrington Brothers, Limited. Capital, \$20,000. Registered office, Regina.

Guise and Smith, Limited. Capital, \$20,000. Registered office, Regina.

Gravelbourg Light and Power Company, Limited. Capital, \$50,000. Registered office, Gravelbourg.

Lakeside Livestock Company, Limited. Capital, \$30,000. Registered office, Saskatoon.

A GREAT BELGIAN INDUSTRY.

Among Belgian industrial concerns to be rehabilitated, probably none is of greater importance than the well-known iron and steel works of the John Cockerill Co., Seraing, near Liège. These were taken over by the Germans when they overran Belgium, but as directors and workmen alike refused resolutely to do work for the Huns, the latter, with characteristic vandalism, completely destroyed the industry. Machine tools to the number of 1,000, with cranes, motors, etc., were removed to Germany, as well as the stocks of raw material, and the works themselves demolished by dynamite. It is estimated that it will take at least £2,000,000, and fully three years, to completely restore this great industry, which formerly employed 11,000 men.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending February 28, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	2,988,062	272,228	468,931	664	80,420	3,810,305
Consolidated Elevator Co.	1,388,269	29,760	75,026	10,910	5,299	1,509,264
Empire Elevator Co.	1,234,196	125,116	113,157	53,823	8,033	1,534,325
Ogilvie Flour Mills Co.	1,191,192	53,227	238,925		229	1,483,573
Western Terminal Elevator Co.	1,647,303	38,055	39,716	71,293	3,793	1,800,160
G.T. Pacific	4,748,971	393,012	289,046	83,717	12,787	5,527,533
Grain Growers' Grain Co.	1,173,270	449,266	462,694		31,339	2,116,569
Fort William Elevator Co.	977,466	277,521	137,141	32,039	18,015	1,442,182
Eastern Terminal Elevator Co.	1,049,518	67,519	139,008		15,011	1,271,056
Northwestern Elevator Co.	818,156					818,156
Port Arthur—						
Port Arthur Elevator Co.	5,083,247	720,769	1,139,427		56,469	6,999,912
Sask. Co-operative Elevator Co.	1,805,456	170,228	102,478	106,150	35,053	2,219,365
Canadian Government Elevator.	1,963,453	426,359	211,348	143,730	33,464	2,778,354
				2,113		2,113
Can. Govt., for Imperial Government.						1,682,283
Thunder Bay	912,841	156,161	147,936	41,710	3,753	1,262,401
Davidson & Smith	499,706	212,528	228,732		2,718	943,684
Eastern-Richardson.	1,196,449	129,527	81,789	59,891	172,253	1,639,909
Total Terminal Elevators.	28,672,555	3,521,276	3,875,354	606,040	478,636	37,153,861
Saskatoon Can. Govt. Elevator.	497,016	1,054,304	120,514	1,176	†4,501	1,682,283
Moosejaw Can. Govt. Elevator.	999,139	547,326	74,989	2,760	{ †4,772 1,763 †5,958 22,003 }	1,631,935
Calgary Can. Govt. Elevator.	944,853	857,860	142,815	995		1,968,531
Vancouver Can. Govt. Elevator	342,671	159,315	4,685			506,671
Total Interior Terminal Elevators.	2,783,679	2,618,805	343,003	4,931	39,002	5,789,420
Depot Harbour.	156,229					156,229
Midland—						
Aberdeen Elevator Co.	434,157					434,157
Midland Elevator Co.	1,727,320	1,650			106,373	1,835,343
Tiffin, G.T.P.	1,085,809					1,085,809
Port McNicol	1,384,157	1,045	111,974			1,497,177
Collingwood.	146,098					146,098
Goderich—						
Elevator & Transit Co.	755,368					755,368
West Canada Flour Mills Co., Ltd.	619,784					619,784
Elevator & Transit Co.—Grain afloat.	540,893					540,893
Kingston—						
Montreal Transportation Co.						—
Commercial Elevator Co.	1,413	19,982				21,395
Port Colborne Dom. Govt. Elevator.	1,850,084					1,850,084
" Maple Leaf Milling Co., Ltd.	1,254,009					1,254,009
Prescott.						—
Montreal—						
Harbour Commissioners No. 1.	2,374,695	68,090	222,978	14,776		2,680,539
" " No. 2.	279,335	683,116	274,661	23		1,237,135
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners.	905,715	255,046	2,292			1,163,053
West St. John, N.B.	491,090	17,341	119,871			628,302
Halifax, N.S.	320,566					320,566
Total Public Elevators.	15,476,875	1,046,270	731,776	14,799	106,373	17,376,093
Total quantity in store.	46,933,109	7,186,351	4,950,133	625,770	† 15,231 608,780	60,319,374

†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended February 28, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		32,260	179,239		211,499
No. 1 Northern		8,434,786	1,877,944	7,359,644	17,672,374
No. 2 "		4,254,885	211,161	2,712,127	7,178,173
No. 3 "		4,946,186	115,888	1,794,961	6,857,035
No. 4 Wheat		4,358,391	28,914	1,799,867	6,187,172
No. 5 "		2,336,062	19,491	611,637	2,967,190
No. 6 "		2,934,114	4,504	259,207	3,197,825
Other		1,375,871	92,931	939,432	2,408,234
Australian			253,667		253,607
Totals		28,672,555	2,783,679	15,476,875	46,933,109
Oats—					
No. 1 C. W.		1,707	3,800	1,902	7,409
No. 2 "		257,943	503,941	78,452	840,336
No. 3 "		565,679	358,050	49,399	973,128
Ex. No. 1 Feed		357,287	455,521	103,966	916,774
No. 1 Feed		422,970	538,413	166,437	1,127,820
No. 2 "		1,082,475	612,079	122,641	1,817,195
Other		833,215	147,001	523,473	1,503,689
Totals		3,521,276	2,618,805	1,046,270	7,186,351
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 3 C. W.		1,441,802	101,295	227,617	1,770,714
No. 4 "		1,502,609	127,494	161,470	1,791,573
Feed		280,936	24,628	22,792	328,356
Rejected		350,653	36,202	180,081	566,936
Other		298,214	53,384	139,816	491,414
Totals		3,875,354	343,003	731,776	4,950,133
Flax—					
No. 1 Northwestern Canada	1,188	348,380	3,261		352,829
No. 2 C. W.	527	172,744	59		173,330
No. 3 "	398	73,521	907		74,826
Rejected			26	23	49
Imperial Govt.			206		206
Other		9,282	472	14,776	24,530
Totals	2,113	603,927	4,931	14,799	625,770
Rye—					
No. 1 C. W.		4,458			4,458
No. 2 "		300,185	19,065	50,011	369,261
Rejected		55,904	2,943	15,067	73,914
No Grade		81,417			81,417
Sundries		36,672	1,763	41,295	79,730
Totals		478,636	23,771	106,373	608,780
Corn			15,231		15,231
Total quantity in store		37,153,861	5,789,420	17,376,093	60,319,374

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators,
Interior Terminal Elevators and Public Elevators in the East and Afloat on
February 28, 1919, with comparisons for five years.**

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>February 28, 1919—</i>			
Terminal elevators.....	28,672,555	8,481,306	37,153,861
Interior terminals.....	2,783,679	3,005,741	5,787,420
Public elevators in the East.....	14,985,982	1,899,218	16,885,200
Afloat	540,893		540,893
Total.....	46,933,109	13,386,265	60,319,374
<i>March 1, 1918—</i>			
Terminal elevators.....	5,239,954	7,839,191	12,579,145
Interior terminals.....	1,622,341	3,470,331	5,092,672
Public elevators in the East.....	4,929,627	2,952,226	7,881,853
Afloat	2,691,868		2,691,868
Total	14,483,790	13,761,748	28,245,538
<i>March 2, 1917—</i>			
Terminal elevators.....	23,133,828	14,316,257	37,450,085
Grain afloat.....	89,245	101,331	190,576
Interior terminals.....	5,196,188	2,754,737	7,950,925
Public elevators in the East.....	3,283,992	4,835,403	8,119,395
Total.....	31,703,253	22,007,728	53,710,981
<i>March 3, 1916—</i>			
Terminal elevators.....	22,972,696	11,133,505	34,106,201
Afloat.....	2,425,386	974,311	3,399,697
Interior terminals.....	1,442,518	549,092	1,991,610
Public elevators in the East.....	5,062,610	3,604,349	8,666,959
Total.....	31,903,210	16,261,257	48,164,467
<i>March 4, 1915—</i>			
Terminal elevators.....	5,496,214	3,539,981	9,036,195
Afloat terminals.....	283,132		283,132
Interior terminals.....	1,695,879	879,988	2,575,858
Public elevators in the East.....	2,907,950	2,502,450	5,410,400
Afloat.....	113,441		113,441
Total.....	10,496,607	6,922,419	17,419,026
<i>March 5, 1914—</i>			
Terminal elevators.....	10,565,681	7,620,142	18,185,823
Afloat terminals.....	4,083,630	3,310,060	7,393,690
Public elevators in the East.....	3,975,399	2,818,718	6,794,117
Afloat.....	110,719		110,719
Total.....	18,735,429	13,748,920	32,484,349

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending February 28, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.	401,479		38,272	439,751
C.P.R., West St. John, N.B.	2,592	575,437		578,029
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	351,700	85,074	18,575	455,349
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,514	97,875		862,389
Quebec Harbour Commissioners, Quebec	334,248			334,248
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	78,424	528,403
Halifax, N.S., C.G.R.				—
Port McNicol, C.P.R.	1,844,618	39,264		1,883,882
Goderich Elevator and Transit Co.				—
St. John, N.B., Can. Nat. Ry.	8,313	230,321		238,634
Midland Elevator Co., Midland, Ont.		664,200		664,200
Total.	5,228,832	1,725,982	135,271	7,090,085

**NOTICE TO IMPORTERS AND REPRESENTATIVES OF BRITISH FIRMS
IN CANADA.**

The Senior British Trade Commissioner in Canada and Newfoundland (Mr. G. T. Milne, 367 Beaver Hall Square, Montreal) has been notified by the Imperial Department of Overseas Trade in London that he is empowered to appoint an expert to examine and report upon consignments of goods from the United Kingdom, in respect of which a dispute has arisen, and to certify the signature of such experts as authentic. The Commissioner will, however, only intervene when requested to do so by both parties to the dispute.

The kind of disputes in which the Commissioner may intervene are those regarding goods which are alleged to be not up to sample, or which have arrived in a damaged condition owing to faulty packing. The Commissioner is not authorized to deal with claims under insurance policies for goods damaged during the voyage.

As the official Trade Representative in Canada and Newfoundland of the Indian Government, the Commissioner is also authorized to act in regard to disputes relative to shipments from India.

The remuneration of experts appointed by the Commissioner is a matter for the parties to the dispute. No fee will be charged for his services.

The British Trade Commissioner at Toronto (Mr. F. W. Field, 257 Confederation Life Building, Toronto), is empowered to act in disputes arising out of shipments to Toronto and to other centres in Ontario.

Montreal, February, 21, 1919.

**INQUIRIES RECEIVED BY THE BRITISH TRADE COMMISSIONER IN
CANADA.**

By a reciprocal arrangement between the British Board of Trade and the Canadian Department of Trade and Commerce, the *Weekly Bulletin* publishes inquiries received from British export houses which wish to open connections with Canada. Canadian importers who may desire to obtain specific articles of United Kingdom manufacture are invited to communicate with the British Trade Commissioner in

Canada, 367 Beaver Hall Square, Montreal, who will be pleased to obtain and furnish catalogues and price lists of the principal United Kingdom firms manufacturing the goods required.

Saddlery and general leather goods.—A British firm of manufacturers of saddlery and general leather goods desires to get in touch with a Montreal firm who will be prepared to act as agents, selling on commission. (Address British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, referring to British Trade inquiry A0-10.)

Leather and leather manufactures.—A British firm of tanners and curriers who are also manufacturers of leather, balata, hair, and textile beltings and made-up leather work, are desirous of appointing agents in the Dominion who will handle their respective lines. (Address British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, referring to British Trade Inquiry A0-11.)

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

565. **Sole and upper leather.**—A Liverpool firm asks to be placed in communication with exporters of the above with a view to business as soon as conditions permit.

566. **Apples.**—A Glasgow firm would like to get into communication with exporters of apples with a view to present or future business.

567. **Paper.**—A Liverpool wholesale paper distributor desires to secure the sole agency for paper mills making book and writing paper, newsprint, wrapping paper, etc.

568. **Cereals and cattle foods.**—A Liverpool firm asks to be placed in touch with exporters of the above with a view to business as soon as conditions permit.

569. **Canned fruits, condensed milk.**—An English firm asks to be placed in touch with exporters of the above.

570. **Wooden toys, tea trays and tea tables, leather goods.**—A Liverpool firm wishes to get into touch with firms exporting the above with a view to securing a purchasing agency for the North of England territory.

571. **Linseed cake.**—A Liverpool firm asks to be placed in touch with exporters of the above with a view to future business.

572. **Apples.**—A Birmingham firm wishes to receive quotations from exporters of the above.

573. **Wooden handles.**—A Liverpool firm asks to be placed in communication with exporters of axe, pick, hammer, hay fork and broom handles, with a view to purchasing 50 to 100 gross lots of each.

574. **Wire nails.**—A Liverpool firm is open to purchase the above in lots of 50 to 100 tons.

575. **Bolts and nuts.**—A Liverpool firm would like to receive offers of galvanized barbed wire in 30- to 50-ton lots.

577. **Canned fruits and fish.**—A Liverpool firm asks to be placed in communication with exporters of the above.

578. **Wooden doors.**—A Liverpool firm asks to be placed in touch with exporters of the above.

579. **Asbestos roofing shingles, asbestos corrugated sheathing and building boards.**—A Liverpool firm is interested in the above.

580. **Hemlock extract, hides.**—A Liverpool firm would like to hear from exporters of the above.

581. **Tinned fruits.**—The Church Army Home at Genoa, Italy, a British organization somewhat similar to the Y.M.C.A., is anxious to place orders in Canada for tinned pears, peaches, apricots and evaporated apples. For address and particulars consult Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

582. **Agency.**—A St. John's, Newfoundland, party desires to represent Canadian exporters of sauces, hams, bacon, jams, condensed milk and talcum powders.

583. **Flour.**—An important wholesale firm in St. John's, Newfoundland, is open to represent a Canadian manufacturer of flour not represented in this district.

584. **Wood for cricket bats.**—A Sydney, New South Wales, company requires quantities of cottonwood and willow for making cricket bats, and invites correspondence from interested suppliers in Canada as per particulars appearing in report from Canadian Commercial Agent at Sydney in last issue, page 391.

585. **Apples.**—A firm of fruit importers in Antwerp, Belgium, wishes to secure representation for Canadian shippers of apples and other fruits, preferably upon commission.

586. **Cabinet and builders' hardware; cotton piece-goods.**—A firm in Brisbane, Australia, wishes to secure the agencies for Queensland of cabinet and builders' hardware, also cotton piece-goods, for the sale of all of which they claim a good connection.

587. **Manufacturers' selling agency.**—A newly-established British firm, the members of which have had successful and varied experience with leading British exporting houses, is ready to undertake Canadian agencies. Arrangements for branch agencies have been made in Canada, the Argentine Republic, South Africa, Australia, New Zealand, China, Japan, Dutch East Indies, India, Burma, Straits Settlements, Egypt, Soudan, France, Italy, Spain, Portugal, Russia, Siberia, and Scandinavian countries.

588. **Sausage casings, bladders, etc.**—A United Kingdom company, a director of which will shortly visit Canada, wishes to make arrangements to purchase from the producers large and regular supplies of sausage casings, bladders, etc.

589. **Provisions and canned goods.**—An old-established firm of provision dealers, who have opened a London office, are desirous of securing the agency of first-class Canadian producers of provisions and canned goods, such as fish, fruits and meats, and invite correspondence from Canadian packers interested.

590. **Agencies.**—A British wholesale house established for over fifty years, having a large business in supplying grocers of the United Kingdom and exporting to many of the world's markets, wishes to get in touch with Canadian packers of foodstuffs, cereals, etc., not represented in the British market.

591. **Flannels, hosiery, and clothing generally.**—A London firm of manufacturers' agents, also at Nottingham, are desirous of securing the sole agency for Great Britain for Canadian manufacturers of flannels, hosiery, and clothing generally. They would sell on commission or entertain a buying agency.

592. **Rubber goods.**—An Englishman now in London, who was formerly manager of a large Petrograd rubber factory, is anxious to get into touch with Canadian manufacturers of overshoes and other rubber goods seeking a market in Finland and Scandinavia, and eventually in Russia.

593. **Fruit, butter and cheese.**—A London merchant house wishes to get into touch with Canadian packers and exporters of apples, plums, prunes, butter and cheese.

594. **Chocolates.**—A London firm is desirous of securing the agency of a first-class Canadian manufacturer of chocolates.

595. **Watches and jewellery.**—A London firm wishes to get into touch with Canadian manufacturers of gold-filled jewellery, particularly gold wrist expanders for watches, and gold-filled watch cases, and also with importers of gold watch cases.

596. **Wood-pulp.**—A Leith firm, who are large importers of raw materials for papermaking, wish to secure the exclusive Scotch agency for easy bleaching or soda or sulphite pulp, and strong sulphite pulp, for a good Canadian mill with a view to business as soon as conditions permit.

597. **Fruit pulps.**—A Glasgow firm would like to hear from exporters in a position to offer raspberry, strawberry, and black currant fruit pulp with a view to business as soon as conditions permit.

598. **Wire.**—A Glasgow firm wishes to hear from exporters of all kinds of wire with a view to business as soon as conditions permit.

599. **Box shooks.**—A Glasgow firm wishes to be placed in touch with exporters of the above with a view to business as soon as conditions permit.

600. **Leather bends.**—A Belfast firm wishes to get in touch with exporters of the above, with a view to business as soon as possible.

601. **Rolled oats, barley.**—A Glasgow importer, who claims a large connection with mills and dealers in the above, wishes to secure an agency from exporters with a view to future business.

602. **Maple syrup and sugar.**—A Glasgow importer would like to secure an agency for the distribution of the above when conditions permit.

603. **Proprietary foods.**—A Glasgow importer wishes to secure an agency for the distribution of the above.

604. **Baling wire.**—A Glasgow firm wishes to receive offers of steel baling wire, No. 14 W.G. by 9 feet long, looped one end, oiled and bagged both ends, in 10-ton lots, with a view to business as soon as conditions permit.

605. **Trunk mounting.**—A Glasgow firm would like to receive offers of the above with a view to business as soon as conditions permit. Specifications may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

606. **Agricultural implements.**—A Glasgow firm asks to be placed in touch with exporters of the above with a view to export business with Mediterranean countries.

607. **Corn syrup.**—A Glasgow importer wishes to hear from exporters of the above with a view to future business.

608. **Binder twine.**—An Aberdeen firm would like to hear from exporters of the above in a position to quote on 10-ton lots.

609. **Agency.**—A Canadian commission house recently established in Barbados will cover all the West India colonies for Canadian manufacturers who commission them to represent them.

610. **Agency.**—A commission merchant of Kingston, Jamaica, well acquainted throughout the island, wishes to arrange for exclusive representation of Canadian manufacturers. References furnished to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

611. **Raw furs.**—An agent in Paris wishes to represent Canadian dealers in raw furs in France. Would prefer to represent only one if business were large enough. Nine years' experience in Canada as fur buyer.

612. **Canned fish and other alimentary products.**—An agent in Marseilles with great experience wishes to represent Canadian firms for import into France of salmon, lobster, corned beef and alimentary products.

613. **Representation.**—An agent who knows the trade of the Departments of the North of France well wishes to represent Canadian firms.

614. **Timber.**—A Belgian officer serving in France, who was in the timber business prior to the war, wishes to resume the business of importing timber and will be glad to get into touch with Canadian exporters of timber.

615. **Belting.**—A Buenos Aires firm of importers of belting, asbestos packing and machinery supplies, desires to be placed in communication with manufacturers of belting in general.

616. **Belting.**—A Buenos Aires firm of general industrial and agricultural machinery importers desires to be placed in communication with manufacturers of belting in general.

617. **Belting.**—A Buenos Aires firm engaged in industrial machinery importation and stocking general hardware and tools, desires to be placed in communication with a manufacturer of cotton belting.

618. **Powdered white lead.**—An Argentine firm of paint manufacturers would like to receive quotations c.i.f. Buenos Aires for powdered white lead in casks of 250 kilogrammes net weight.

619. **Canned fish, flour and pulp.**—A Greek merchant in Egypt wishes to import canned fish, flour and pulp from Canada.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Grampian, C.P.O.S. Lines, about March 18; *Minnedosa*, C.P.O.S. Lines about March 22; *Corsican*, C.P.O.S. Lines, about March 26; *Metagama*, March 29.

WEST ST. JOHN TO LONDON.

Mottisfont, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Lines, about March 20.

WEST ST. JOHN TO GLASGOW.

Holbrook, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO MANCHESTER.

Manchester Brigade, Manchester Line, about March 13.

WEST ST. JOHN TO BELFAST.

Lord Antrim, Head Line, about March 25.

WEST ST. JOHN TO DUBLIN.

Ramore Head, Head Line, about March 20.

WEST ST. JOHN TO ST. NAZAIRE (FRANCE).

Alston, Head Line, about March 11.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay.
Melville, Elder-Dempster Co., about March 10.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Csutoms street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostock. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Adress, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
 Trade of China and Japan.
 The German War and its relation to Canadian Trade.
 Handbook for Export to South America.
 Commercial Intelligence Service.
 Toy Making in Canada.
 The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
 Vol. I, 1911, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
 Vol. II, 1911, Religions, Origins, Birthplace, Citizenship, etc.
 Vol. III, 1911, Manufacturers, 1911.
 Vol. IV, Census of Canada.
 Vol. V, Forest, Fishery, Fur, etc.
 Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

VOL. XX.

MARCH 17, 1919.

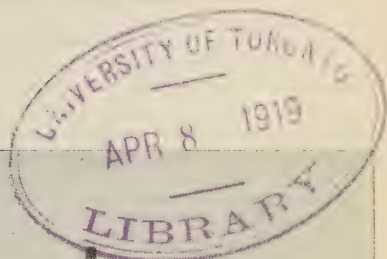
No. 790
495

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Inspecting Aeroplane Spruce at Port Clements, Queen Charlotte Islands, British Columbia.
(See page 493.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, March 17, 1919.

No. 790

REMOVAL OF BRITISH IMPORT RESTRICTIONS ON GOODS PRODUCED WITHIN THE EMPIRE.

The following cablegram was received from the Right Honourable the Secretary of State for the Colonies to His Excellency the Governor General, under date of March 12, reading as follows:—

"It has been decided to remove all restrictions on importation into United Kingdom of goods which are exported from and are produce or manufacture of British Dominions except in the case of:—

"(a) Gold or articles containing gold except when consigned direct to the Bank of England.

"(b) Spirits other than brandy and rum.

"(c) Hops."

Certificates on Invoices for Certain Exports to Great Britain.

In this connection the British authorities require as evidence of origin a sworn declaration on the invoice that the goods are the produce or manufacture of a British Dominion.

Correspondence regarding the class of goods affected by the British import restrictions and for which the above-mentioned declaration is required should be addressed to the Canadian Trade Commissioner, Ottawa.

Customs collectors are hereby instructed that the required declaration in such cases may be sworn to before them.

The declaration, to be signed by the exporter or his agent and written, printed or stamped on the invoice, may be in the following form:—

I, ..., exporter of the goods described in this invoice, hereby declare that all the said goods are bona fide the produce or manufacture of one or more of the British Dominions, viz.:—

(Customs
dating stamp)

.....
(Signature of exporter or his agent.).

Sworn to at this day of 191...,
before me.

.....
Collector of Customs.

CONDITIONS UNDER WHICH PROHIBITED GOODS MAY BE ADMITTED TO THE UNITED KINGDOM WITHOUT LICENSE.

The Canadian High Commissioner's Office in London has received from the Colonial Office a copy of the following memorandum of the British Board of Customs and Exeise showing the present position with regard to the importation of prohibited goods into the United Kingdom from British Overseas Dominions without license:—

1. Imported by parcel post—

(a) Sugar and molasses; and

(b) Maps and plans, newspapers, magazines, periodicals, price lists and books; may now be admitted without license up to the parcel post limits of weight.

(c) Other prohibited goods; may be admitted without license if they are bona fide presents to the addressee (but this concession does not extend to articles of gold, silver or jewellery exceeding £1 in value per parcel).

2. Imported in passengers' baggage—

Prohibited goods in reasonable quantities as bona fide personal effects may be admitted without license (limited in the case of spirits to one liquid gallon and of books and periodicals to one copy of each publication or issue per passenger).

3. Imported either as cargo or by post and consigned to overseas troops—

Prohibited goods of any description consigned to one of the institutions approved for receiving dutiable goods duty free.

RESUMPTION OF TRADE WITH CROATIA, SLAVONIA, BOSNIA, AND HERZEGOVINA.

The resumption of trade under general license is announced by the British Board of Trade through the Canadian Trade Commission, Ottawa, with Croatia, Slavonia, Bosnia and Herzegovina. The Commission is also notified that restrictions imposed by the proclamation on Trading with the Enemy (occupied territory) no longer apply to trading with Montenegro and Albania, consequently commercial transactions with the above countries may be resumed except in so far as Trading with the Enemy legislation prevents. The general license does not remove certain existing restrictions in respect to the payment of pre-war debts and of the return of property held or managed before the war for persons in enemy territory.

WAR MEASURES—CANADA.

Restricted Imports—Regulations Amended.

Memorandum of Department of Customs of February 28, 1919 (No. 2290-B.)

Memorandum No. 2276-B. in above matter is hereby cancelled and the following instructions are issued in lieu thereof.

(1) The War Trade Board have approved a general license permitting importation of all commodities restricted from importation by them during the war, except foodstuffs.

(2) Except for the foodstuffs designated below, the general license covers foodstuffs from the Western Hemisphere, United Kingdom, British possessions and Protectorates, China, Japan and other Oriental East Indian and African countries, France, Belgium, Portugal, Italy, Greece, Montenegro, Serbia, and their possessions and protectorates.

(3) The foodstuffs above referred to are as follows, viz.:—

Macaroni.
Vermicelli.
Spaghetti.
Wheat flour.
Wheat and oats.
Sugars.

Importers of the above commodities still require to obtain a license from the Canada Food Board except for wheat and oats.

(4) Importers of wheat and oats are still required to make application for license to the Board of Grain Supervisors, Winnipeg.

(5) Imports from Norway, Sweden, Denmark, Holland, Roumania, Russia, Switzerland, and Spain still require import license for all foodstuffs.

(6) The foregoing modifications of restrictions on imports affects only such restrictions as were imposed by the War Trade Board—the regulations governing prohibition of imports, such as liquors, etc., still remain in force.

(7) The Enemy Trading Act precludes the importation of all commodities from enemy countries or enemy traders.

(8) Collectors of Customs in Canada are instructed to accept customs entries without further license for commodities as provided for in paragraphs 1 and 2 of the foregoing instructions.

Russian Rouble Notes—Import and Export Prohibition.

On the recommendation of the Minister of Finance and under and by virtue of the provisions of the War Measures Act, 1914, an Order in Council (P.C. 113, January 17, 1919) has been passed prohibiting the importation into Canada and the exportation from Canada of Russian rouble notes, except in such cases as may be deemed advisable by the Minister of Finance under license to be issued by him.

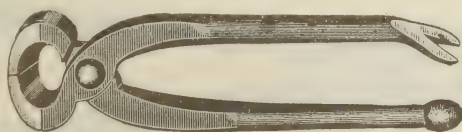
LICENSES NO LONGER REQUIRED FOR SHIPMENT OF TIN FROM THE STRAITS SETTLEMENTS.

The British Colonial Office announces, according to a cablegram received by the Canadian Trade Commission, Ottawa, that no licenses are now required for the shipment of tin from the Straits Settlements to Canada direct. Tin which is the chief export of the Straits ports and which is peculiar in being largely transit trade, was listed as follows: Tin ore, import value, \$43,000,000; tin, export value, \$49,600,000.

PINCERS USED IN SOUTH AFRICA.

TRADE COMMISSIONER J. W. EGAN.

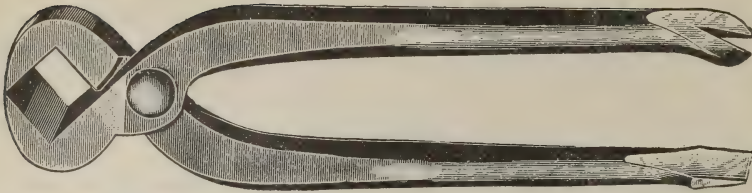
Cape Town, January 20, 1919.—There are several patterns of black iron pincers sold in South Africa by the wholesale dealer. The pattern illustrated as Nos. 1 and 2 are the best sellers. Both these lines were imported in quantity from Germany. The prices on these, as on other tools shown in this report, were subject to a discount of 50, 5, and 2½ per cent f.o.b. Hamburg, cases charged at cost.



No. 1.

As shown in the above illustration, this is a combination tool. It was stocked in eight sizes from 5-inch to 10-inch, but the best sellers were 6½-inch, 7-inch, 8-inch and 9-inch. This line was made in three qualities, the best selling range being the medium-priced one. The pre-war quotations per dozen were:—

Sizes—	5"	5½"	6"	6½"	7"	8"	9"	10"
Black.. . . .	\$1 58	\$1 65	\$1 70	\$1 90	\$1 95	\$2 32	\$3 05	\$1 38
" better finish.. . .	1 70	1 77	1 90	2 07	2 25	2 68	4 02	4 87
" best warranted quality.. . . .	1 77	1 90	2 07	2 38	2 62	3 28	4 75	6 08

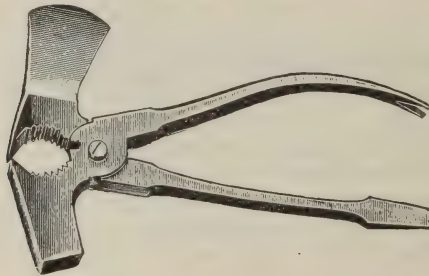


No. 2.

The pincers shown in illustration No. 2 is also a combination tool with square opening for screwing on and unscrewing nuts. This is a good quality and finished tool, which was imported and stocked in ten sizes, the best sellers being in the large sizes. The pre-war price, f.o.b. Hamburg, subject to discounts, were:—

Sizes	4½"	5"	5½"	6"	7"	8"	9"	10"	11"	12"	
	\$1 83	\$1 95	\$2 19	\$2 68	\$3 17	\$4 14	\$5 11	\$6 83	\$8 52	\$9 49	dozen.

HAMMER PINCERS.

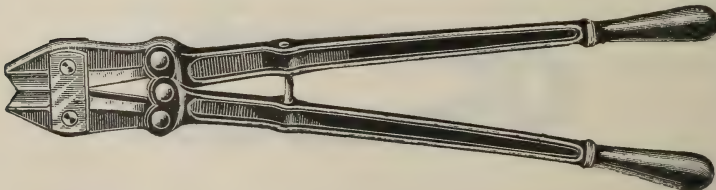


No. 3.

The pincers shown in illustration No. 3 meets with a fair sale in some sections of the country. This tool includes a combination of hatchet, hammer, pincer, gas tongs, tack lifter, turnscrew and two wire cutters. It is an all-steel tool, fine polished, nickel-plated finish, and was stocked in the following sizes. The prices shown are of course f.o.b. Hamburg, and are subject to discounts as mentioned in first paragraph:—

Sizes.. .. .	4½"	5"	5½"	6"	7"	8"	
	\$5 35	\$6 08	\$6 57	\$7 30	\$9 49	\$12 41	per dozen.

BOLT CUTTERS.

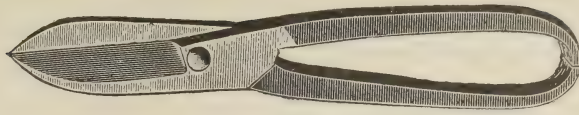


No. 4.

One of the best-selling numbers of bolt cutters put on this market by the German shippers is shown in illustration No. 4. The medium sizes are the best sellers, but they were stocked by some importers in all the following sizes:—

	10"	12½"	18½"	25"	30"	36"
Cutting bolts to	¾"	9/32"	¾"	¾"	1¼"	¾"
" round iron to	3/16"	¼"	5/16"	¾"	9/16"	5"
Price	73c.	92c.	\$1 65	\$3 30	\$4 75	\$6 02
Extra cutters.. .. .	49c.	67c.	92c.	\$1 85	\$2 92	\$3 65 each pair

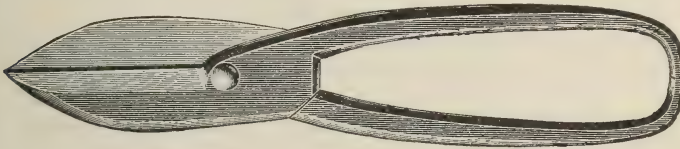
TINMAN'S SHEARS.



No. 5

The tinman's shears shown in illustration No. 5 is of German make in an English pattern, which is a good seller in South Africa. This is a black finished tool and stocked by some dealers in all the sizes. There are two grades, one known as "warranted quality" and the other as "best warranted quality."

Sizes—	6"	7"	8"	9"	10"	11"	12"
	\$4 63	\$5 11	\$5 60	\$6 08	\$6 81	\$7 54	\$8 52
	5 11	5 84	6 81	7 54	8 52	9 25	9 98 per dozen.



No. 6.

Another tinman's shears which meets with a good sale is the right or left hand shears shown as No. 6. This is a good quality of tool and is also sold with curved and diagonal blades. The range as illustrated is the best seller. The f.o.b. Hamburg prices, with sizes of the three makes, are submitted as follows:—

Sizes—	6"	7"	8"	9"	10"	11"	12"
Black, right or left hand.. . .	\$0 59	\$0 69	\$0 80	\$0 90	\$1 00	\$1 10	\$1 22 each.
" curved blades.. . . .	1 02	1 20	1 35	1 52	1 68	1 87	2 02 "
" diagonal blades.. . . .	1 02	1 20	1 35	1 52	1 68	1 87	2 02 "

Manufacturers with output similar to any of the tools illustrated in this report or previous reports covering the kind of tools handled by the jobber in South Africa, are requested to send catalogues to this office. If considering representation, the price quoted should include the commission allowed to the agent and that amount should be included in the covering letter with despatch of catalogues.

A SOUTH AFRICAN BUSINESS MAN VISITING CANADA TO MAKE TRADE CONNECTIONS.

A letter has been received from Mr. W. J. Egan, Canadian Trade Commissioner in Cape Town, South Africa, in which he says that a member of a South African firm of high standing is on his way to Canada for the purpose of calling on Canadian manufacturers of the following lines: Builders' hardware, bathroom supplies, baths, plumbing material, household utensils, stoves, farmhouse utensils and tools of all kinds (not machinery), horseshoes, nails (all kinds), wire (all kinds), and lumber. "This firm stands very high in the business community of South Africa and may be recommended highly to any Canadian firm making inquiry. They want to deal with high class firms only who are in a position to ship regularly. They want sole representation for all of South Africa with the exception of the Cape Province and they

also want to arrange for consignment of stocks. I believe this firm is strong financially and will live up to any contracts made."

Mr. Egan suggests that Canadian companies wishing to open negotiations with this South African firm should write to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to File 22350.

COMMERCIAL NOTES FROM AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Anticipated Reduction in Prices in Australia.

Melbourne, Australia, January 22, 1919.—Throughout the years of the war the cost of living greatly increased in Australia (and elsewhere); and under the abnormal trading conditions the impost of high prices was on the whole borne uncomplainingly. The high freights, war insurance, disorganization of labour, and the increased costs of raw materials, were emphasized as the contributing causes to the extraordinary advances in the rates charged for many articles.

Now that hostilities have ended, a substantial decrease in values of many lines of merchandise is looked for by both Australian importers and consumers. Anything like a reduction to pre-war levels is not anticipated in the near future, but the now bare stocks of importers will soon be supplemented by large shipments on the water, and the secondary industries should also be stimulated by the arrival of supplies of raw materials. Reductions in ocean freights are advised, and this, combined with the uncertainty as to f.o.b. costs, is causing oversea orders to be placed upon a most conservative and cautious basis.

Outlook for Increased Australian Imports.

While it has been repeatedly asserted that the docks in London and other ports of the United Kingdom are crowded with merchandise awaiting transportation facilities to Australia, doubt is now expressed whether the fleet of over 150 steamers which is scheduled to arrive at Commonwealth ports in the first four months of this year will bring full cargoes of goods and products.

The chief consideration in sending these ships to Australia is to secure the prompt delivery of foodstuffs in Europe; and it is therefore questioned whether the fleet will load at leisure for the journey to Australia, but a considerable increase in importations is anticipated.

The advices from the Department of Trade and Commerce to the effect that the cargo service from Eastern Canadian ports had been revived by the fixing of the steamer *Middleham Castle* to load in December at St. John for Australian ports, was most acceptable news to Australian importers of Canadian goods and products, who are now looking forward to a comparatively early delivery of orders placed many months ago.

Dislocation in Canadian-Australian Mail Service.

Owing to the strict quarantine of all oversea steamers arriving at Australian ports, to prevent the introduction of pneumonic influenza into the Commonwealth, the mail steamers on the run across the Pacific from Sydney—via ports—to Vancouver are now much behind their schedule.

The departure of the *Makura* and *Niagara* from Sydney was further delayed by the action of the seamen striking for higher wages, and insurance on their lives, through the claim that the men were taking undue risks in being infected with influenza by proceeding to North American ports.

The mail service between Sydney and San Francisco has also been affected by the withdrawal of one of the steamers for United States transport work, hence, unless some cargo steamers are available, no mails will leave Australia for Pacific Coast ports from January 23 until March 5, thus causing unavoidable delay in answering correspondence—on account of which the indulgence of Canadian inquirers is requested.

“Spanish” or Pneumonic Influenza in Australia.

There is little probability, after a three months' prevention campaign, of pneumonic influenza securing entry to Australia, which in this respect occupies a unique position in the world.

Visitors to the Commonwealth are eulogistic of the splendid achievement of the Federal quarantine department in preventing the infection of the Commonwealth. Approximately 100 vessels have been dealt with in quarantine, and of these over 30 have been definitely infected. Over 1,100 persons were actually ill with influenza, and between 15,000 and 20,000 contacts were detained and properly treated. Much of the success so far attained depended upon the action taken at the earliest stage and immediately advices had been received relative to the severity of the prevalent epidemic in the, North America, New Zealand and elsewhere.

A number of transports, upon which were thousands of returning Australian soldiers, were badly infected, and the quarantine stations at the first ports of call—Sydney and Fremantle—held the bulk of the patients.

Every vessel arriving from overseas ports is still subject to the most rigid medical inspection, and should there be the slightest cause of suspicion the ship and passengers are subjected to the fumigation and treatment of the quarantine department.

Obviously, this drastic inspection is supported by the people, who have before them the experiences in other countries, but it necessitates considerable delay in the despatch of mail and other overseas services.

Government Orders for Printing Paper.

During his recent visit to Canada and the United States, the Commonwealth and Victorian Governments' printer placed orders for over £100,000 worth of printing paper in about equal values in each country of origin.

Before leaving Australia, the printer was supplied by this office with an itinerary, suggestions as to sources of supplies of particular grades, and numerous letters of introduction to the proprietors of Canadian mills.

It has been pleasing to receive some complimentary letters from Canadian companies (who benefited by these orders) in recognition of the efforts made by the Trade Commissioners Service to render practical assistance to paper and other manufacturers in the Dominion.

If the initial bulk shipments are satisfactory, it is anticipated that in future the Federal and State printing offices in the Commonwealth will, to a much larger extent than hitherto, import a considerable portion of their requirements from Canadian mills.

British Columbia Chum and other Salmon.

Investigation made in Melbourne and Sydney, on behalf of some British Columbia exporters offering large quantities of Chum salmon, demonstrated that practically all the wholesale importers of canned fish have full stocks and the market is somewhat depressed.

As outlined in *Weekly Bulletin* No. 621 (December 20, 1915) the grade of Chum salmon is chiefly imported by Sydney merchants for the South Pacific Islands trade and its consumption in Australia is practically negligible.

In 1918 orders for salmon were placed at the high prices then ruling, and in larger quantities than usual, in anticipation of a longer duration of war conditions. Under normal conditions the importations would have been disposed of profitably, but a mild summer (at which season there is the largest demand for canned fish), and a more plentiful supply of meat at cheap prices, restricted the sale of salmon in a marked degree. Under the circumstances the consumer preferred cheap meat to dear fish. The market has been somewhat disorganized during the last two months through speculators—outside of the regular wholesale importers—desiring to unload at a sacrifice immediately after the armistice was declared.

Under present conditions it would appear unlikely that importers will take on further commitments, and the Australian market does not appear to offer encouraging prospects to Canadian packers for the disposal of any of the 1918 pack which may be held for realization.

Government Control of Australian Wool.

For some time past the question of an extension of the period of the Commonwealth Government's control of the Australian wool industry beyond June 30, 1920, has been the subject of considerable controversy.

Private advices from London indicated that efforts were being made, by an interested trade section, with the intention of securing a continuance of Government control by means of the purchase of the 1920-21 clip by the Imperial authorities.

On January 9 the Acting Prime Minister stated that the Commonwealth Government was not at all likely to extend the contract period beyond June, 1920, and the Australian growers had nothing to fear in that direction, as the Government would not act unless it was backed up by the unanimous opinion of the growers.

The proprietors of Canadian woollen mills will be interested in this pronouncement, as the advantages of their expert buyers being able to obtain supplies—in competition in the open market—of the special wools desired for particular manufacturing purposes are too obvious to require comment.

No shipments of the orders for wool and tops, placed in the last quarter of 1918, have yet been made to Canada.

Sales of Australian Wheat.

It is officially announced by the Australian Wheat Board that a sale of 50,000 tons of wheat has been made to Norway at a price equivalent to 5s. 8d. (\$1.38) per bushel, f.o.b. Victorian and South Australian ports. The total value of the sale is nearly £530,000. It is stated that Norway is providing the vessels for the carriage of the wheat, and that the shipments would be spread over the first six months of the present year.

Norwegian tonnage was prominent in the transport in 1916 of Australian wheat to the United Kingdom and other European destinations, the outward cargo to Australia being chiefly comprised of lumber.

On this occasion, however, owing to the high prices prevailing for Baltic lumber it is understood that the outward cargoes of the vessels will consist of paper and other Scandinavian exports.

It is also announced that, through the assistance of the Imperial Government, a sale of 30,000 tons of wheat has been made to the Indian Government, at 5s. 6d. (\$1.34) per bushel, f.o.b. Shipment of the wheat to India is to be made in January, February, and March of this year, in vessels which the Imperial Government had arranged to transport a similar quantity of its own wheat to the United Kingdom, but which it has now agreed to forego.

In addition to the large quantities already purchased in Australia by the Imperial Government, most of which still remains unshipped, further buying of two cargoes, totalling 11,000 tons, is reported from that source. The price is stated to be 78s. (\$18.98) a quarter c.i.f. (which will return 6s. 10d. (\$1.66) a bushel f.o.b. This wheat is to be shipped by the Commonwealth Government line of steamers.

Australian Flour Held on Account of Imperial Government.

According to a statement issued by the Australian Wheat Board, stocks of flour aggregating 237,000 tons (2,000 pounds) are still held in Australia on account of the British Government.

It is stated that the largest export from the Commonwealth in any one year before the pool operations of the board commenced was 221,000 tons, which emphasized the value to wheat growers of the present gristing arrangements with the Imperial Government, especially now when there is such a strong domestic demand for the by-products.

The stocks held are distributed as follows:—

	Tons.
New South Wales	49,000
Victoria	86,000
South Australia	67,000
Western Australia	35,000

In the three first-named states it has been necessary to erect large stores at the expense of the British Government to accommodate these holdings pending shipment, which would shortly assume a speedy transfer to oversea ports of destination.

Decline in Australian Gold Production.

The production of gold in Australia in 1918 shows a decline of 173,744 fine ounces, or 12 per cent on the previous year's figures. In 1913 the output was 2,207,433 fine ounces, so that in the last five years the shrinkage has been 930,484 fine ounces, representing approximately £3,900,000. Various causes are responsible for this retrograde movement, of which the failure to locate fresh deposits of payable character, to make good the exhaustion of established mines, is prominent. The war has deflected the more adventurous members of the population from peaceful pursuits to non-productive avocations in foreign lands and caused employment to be given to the less efficient. In addition, the reduced number of workers led to an increase in their wages, which, coupled with the higher costs of production generally, discouraged prospecting.

The Australian production for the last three years is shown thus:—

1916	1,675,831 fine ounces.
1917	1,450,696 "
1918	1,276,949 "

Menace of St. John's Wort (*Hypericum Perforatum*).

Probably the most pernicious weed pest in Australia is that popularly known as St. John's wort, and in many parts of the Commonwealth it has already gained possession of hundreds of thousands of acres of land—and continues to spread.

It is considered almost futile to eradicate the pest, which has probably gone beyond the limit of practical extinction, but particular attention is now being devoted in Victoria to prevent its encroachment upon clean country. Tests made with arsenious chloride, crude petroleum and lime have been more or less successful, but the cost of application where the weed is firmly established makes the treatment impracticable.

The eradication of the weed is receiving the close attention of interested State Governments, which would welcome any practical suggestions as to a cheap and efficient treatment to prevent the further spread of this insidious pest.

FREE SITES FOR INDUSTRIAL PLANTS IN SCOTLAND.

The corporation of the city of Dundee, Scotland, have adopted the course, extremely rare in the United Kingdom, of offering factory and shipbuilding sites rent free, and these are being advertised.

AUSTRALIAN RESTRICTIONS BEING REMOVED.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, January 22.—I am advised that the Australian Commonwealth restrictions on imports are gradually being removed and that unless something unforeseen occurs trade in Australia is likely to be freed from any of the wartime regulations in the near future. Trade is undoubtedly in a state of transition and importers do not know how to proceed in view of possible declines in both original oversea costs and ocean freights, besides which quite a number of them are receiving advices of shipments of orders placed quite two years ago and which, in some instances, they assumed were "dead."

ECONOMIC NOTES FROM ARGENTINA

TRADE COMMISSIONER B. S. WEBB.

Grain Elevators.

Buenos Aires, January 21, 1919.—It is reported from Santé Fe that several firms with a joint capital of \$4,000,000 have petitioned for the concession of 300 metres of land in the port zone, with the object of constructing a large flour mill and grain elevators, the necessary legal formalities having already been fulfilled. The Provincial Government authorized the Port Administration to sign an "ad referendum" contract for a period of ten years, renewable for a further like term. Work is to be commenced within eight days of approval of the plans, and the concessionaires have deposited the sum of \$50,000 as a guarantee that the mill will start operations during the current year. The building will be of six floors, situated at the east side of the port, and the machinery to be installed will be of the most modern type, with a capacity of 5,000 bags of flour daily. During the first year's working the number of employees and workmen occupied will be 800. The cost of the building is given as \$800,000. In addition a "yerba" mill is to be erected, and it is the intention of the concessionaires to also build a *frigorífico*. The concessionaires already possess the necessary steamers and lighters for the transport of their products to all the Panama ports and to Paraguay. A similar concession is now under discussion with Señor Jose Soldano, the capital to be employed in this case being \$3,000,000 m.n. (*moneda nacional*, common currency).

Norwegian Bank.

Telegraphic advice has been received from Christiania to the effect that thirty-two of the leading Norwegian banks have decided amongst them to finance a new Norwegian Banking Corporation in the River Plate. This information has been received with enthusiasm amongst Scandinavian business houses, as the facilities offered by direct banking will greatly help to cement the growing commercial relations between Argentina and the Scandinavian kingdoms. The war has been directly responsible for the many Scandinavian enterprises which have been established in the River Plate during the last few years.

Harvest Surplus Purchase.

It is a matter of general report that up to the present time the ministers of the allied powers have received no instructions to hasten the business of harvest surplus purchase or do more than accept in a general sense the offer of a free credit.

The Allied representatives are not compromised or restricted in any manner as to quantity or price of purchase.

It is also well known that the influx of shipping is considerably less than had been expected in official circles; a number of ships from the United States have not arrived, and numerous vessels from Great Britain have proceeded to various other ports "for orders."

British Commercial Attachés.

In inaugurating the new system of British commercial intelligence representatives in foreign countries His Majesty's Government have decided that as the title of Commercial Attaché is not the most suitable, these representatives shall in future bear the designations of Commercial Counsellors and Commercial Secretaries (1st, 2nd, and 3rd grade) of Embassy or Legation, ranking with Counsellors and 1st, 2nd, and 3rd Secretaries in the diplomatic service.

Mr. H. O. Chalkley, at present Commercial Attaché of the British Legation, has been appointed Commercial Secretary (1st grade) at Buenos Aires. A Commercial Secretary (3rd grade) will shortly be sent to Buenos Aires from the United Kingdom.

Industrial and Commercial Enterprises.

The number of limited liability companies in the Republic in the year 1917, according to the Director-General of Commerce and Industries, was 840, of which 581, or say 69 per cent, were national, and 259, or say 31 per cent, were foreign. Amongst the foreign companies the British were the most numerous, there being 150, or say 58 per cent of this nationality; then follow in order the North American with 28 companies, Belgian 25, French 19, German 12. For convenience the companies are classified in three categories: those engaged in commerce; those engaged in the working of industries; and railways. The latter have been placed in a separate classification as they are not really commercial enterprises, but carry out public services of a special nature, and in this way companies which are properly speaking industrial or commercial can be considered separately, as distinct from railway companies.

The national companies engaged in commerce possessed realized capital amounting to \$718,422,594 m.n. (common currency) whilst foreign companies in this category possessed realized capital totalling \$459,914,551 m.n. National companies classified as engaged in industrial enterprises represented a realized capital of \$303,350,085 m.n., as against foreign companies in the same class with a capital of \$220,863,057 m.n. The realized capital of national companies engaged in railway working amounted to \$22,565,000 m.n.; that of the foreign companies in this section amounted to \$2,923,570,753 m.n.

Leaving on one side, therefore, the capital of the companies which were engaged in railway working, which cannot in reality be classified as commercial undertakings, but rather as public utility companies, and which, as we have said, is almost wholly foreign and especially British, it is seen that the national capital engaged in commerce and industry, in the form of limited liability companies, is larger than the foreign capital so engaged. This is in contradiction with the general belief that national capital is slow to seek investment in forms which imply real advantage to the progress of the country.

A classification of foreign capital by nationality shows that British capital occupied the most important position (\$3,118,495,326 m.n. engaged in commercial undertakings out of a total of \$3,383,485,304 m.n., and \$185,459,962 m.n. invested in industrial undertakings out of a total of \$220,863,057 m.n.). This fact, however, is not one which should cause any surprise, because it has always been British capital which has shown the greatest confidence in the future of Argentine commerce and which has contributed in the largest degree to the expansion of the national economy. Other countries in order of their importance in this respect are: France, Belgium, North America, Chile, Germany, Holland.

Railway Affairs.

In his speech at the annual general meeting of the Buenos Aires and Pacific Railway Co., Ltd., in London, the Chairman (Lord St. Davids) said: "I want to take this opportunity of thanking Mr. Usher, our general manager, who is with us to-day, and our staff in the Argentine, for the services they rendered. They were real services. The men in the Argentine who stood by the railways in that great strike a year ago, it is no exaggeration to say, took their lives in their hands, and we are grateful to them—very grateful. Now, I want to come to the cost of the strike. The strike cost us in one way and another £188,000; £77,000 of that you will find under an increase in our miscellaneous expenses; the rest of it is charged to working expenses under one head or another, and of that £188,000 the sum of £60,000 was absolute wilful damage—sabotage, burning of rolling stock, destruction of bridges and of the permanent way—wilful damage. I told you a year ago that we intended to put in a claim to the Argentine Government for that damage. We have not been able to do so. Naturally, we do not know in detail the law of foreign countries, and we thought we should have a legal claim either on the Government or on the provinces. Well, it appears, as far as we can gather, that we were wrong. In this country, and, I believe in most countries, if you have damage done to your property by civil disturbance you have a claim on the local authorities. We thought it was the same there. But if we have not a legal claim, what we want to submit to the Government is this: that we have an equitable claim.

"During the last two or three years we cannot deny that the attitude of the Government of Argentina to the railways has not been an over-friendly one, but at the same time we must expect of them a just recognition of all the rights we possess under law and under contract. In one thing, at any rate, I am glad to acknowledge that they are supporting us. We are trying to get an amendment to the Mitre Law which will more clearly define our liabilities under taxation. The amendment was not carried, but the Government supported it in Congress and declared that it was just and necessary.

"We are glad to receive that support. Now, I notice that the chairman of one or two of the other railways have announced their intention of going out to Argentina as soon as they can. I hope to do the same myself, though I cannot say exactly when, but the thing I am quite certain of is that it is high time that some of us should go out there and put our case clearly, politely but firmly before the Government, because I often think that when you are operating in widely different countries a great many things are mistakes. For instance, there is still an idea in the Argentine, I believe, that the railways are making enormous profits. This is at a time when hardly any Argentine railways are paying a dividend on their ordinary stock, or, if they are, it is a very small one; and if you take all the capital invested in the Argentine together, whether it is debentures, or preference, or ordinary stock—taking it all together—the rate of income that is being earned on the whole sum is very small indeed. Well, that ought to be made clear, and made clear out there. Then there is a second idea that they have got. They think that the British railways in Argentina are held by big capitalists. Big capitalists! I suppose they think there are a few score or hundreds

owning these railways. Do you know how many shareholders and debenture holders there are in the Pacific group—our own group—that is the Pacific, the Argentine Great Western, the Bahia Blanca and the Villa Maria? There are 70,000 holders of our stocks, and of these 70,000 holders 50,000 hold less than £500. I think if that fact were known we should not be regarded as big capitalists. We are big companies and an aggregate of many small holders."

RESUMPTION OF NORMAL CONDITIONS IN THE BRITISH POULTRY TRADE.

The Canadian Trade Commission has been notified that the British Ministry of Food has ceased to buy poultry, and that the trade should resume its normal channels. It is intimated that there will be available shipping space at Atlantic seaboard.

DISTRIBUTING CENTRES OF CHINA.

CHAPTER IV.

Manchuria.

DAIREN AND SOUTH MANCHURIA.

To adequately set forth the future possibilities for the development of economic and commercial opportunities in the vast country of Manchuria, would of itself require much space in a trade report; it is only possible at this time to point out what has been done within the past ten years, chiefly by the South Manchurian Railway, and what is now going on, and the future outlook for the territory. After the Russo-Japanese war in 1905, Japan acquired under the treaty of Portsmouth all the rights previously held by Russia in South Manchuria, including Port Arthur, the port and town of Dairen which under Russian administration was called "Dalney," the South Manchurian Railway, and the leased territory composing the railway zone. The progress which has taken place within this extensive area since the beginning of Japanese occupation, and in the development of agriculture, industry and trade in the interior and at the port of Dairen, is truly remarkable, and is a demonstration of what might be accomplished in any part of China under proper administration and encouragement. It is of course to be understood that the advancement so plainly to be seen has been brought about entirely through and by the activities of the Japanese, and is no doubt largely in the interests of Japan, and Japanese shipping and trade; nevertheless the fact remains that the whole of South Manchuria has greatly advanced both in an agricultural and industrial sense within the past ten years; and if Japanese trade has benefited as it surely has, so have also the Chinese farmers and traders within the territory prospered as never before in their history. The Japanese have done for South Manchuria much more than the Russians had done in the same length of time, and what China by itself never would have done, at least within the life of the present generation.

Manchuria is a vast tract of land comprising the three Chinese provinces of Mukden, Kirin and Amur, and extends between latitude $38^{\circ} 43''$ and $53^{\circ} 30''$ N. It is bounded on the north by Siberia, east by Siberia and Korea, south by Korea and west by Mongolia. The area of Manchuria is estimated to be about 363,000 square miles, and its population 19,000,000. The country is very sparsely populated, particularly the northern provinces, while in the south the population is more dense and is said to be increasing due to immigration from the older provinces of China. For purposes of trade, Manchuria can be said to be divided into two areas: South Manchuria, which is contiguous to Japan and China, and to the seaports of those countries and the South Manchurian Railway; and North Manchuria, which comes more directly under the influence of Vladivostok and the Chinese Eastern Railway and the Amur river. For the above reasons this port will be more directly concerned with the trade of South Manchuria and the opportunities which are presented within this extensive territory; for North Manchuria is in more direct relation with Siberian trade, and its requirements will more probably be met through the port of Vladivostok than by way of Shanghai and Dairen.

THE PORT OF DAIREN.

The leased territory of Kuantung, wherein Port Arthur and Dairen are situated, fell to Japan at the close of that country's war with Russia in 1905. Previous to that event the Russians, observing the unsuitability of Port Arthur as an ice-free commercial port, had already opened the port under the name of "Dalney," meaning in the Russian language "Far away"—presumably far from the capital of Russia, the then St. Petersburg.

To the Russians therefore belong the credit for the inception and early development of this rather remarkable commercial port, which within the memory of the present generation and in the space of a few years took rank as one of the chief shipping ports of Eastern Asia. Although Russia had only acquired the territory in 1898, the plans for the new city on the shores of Talien bay had been drawn up and considerable progress had been made in laying out streets and other developmental measures by the year 1900. As early as this date waterworks and electric light installation had made considerable progress, residences were constructed for the engineers, and a large hotel was in course of erection. The city was planned by the Russians on most modern lines, the main outline being that the streets should all radiate from a central square in every direction, and encircling the square would be erected the various public and municipal buildings pertaining to the port. This plan was ultimately carried out; and since the occupation of the city by the Japanese the main outlines have been further developed, and several handsome buildings have already been erected, including what is probably the finest and best hotel in all the East. Other public buildings are at present under way, all facing the central square.

It was, however, the development of the harbour and docks and other shipping facilities with which the Russian Government was chiefly concerned.

The city not being fortified, early fell to the Japanese in the war of 1904-05, and upon the final occupation of the whole of the leased territory, both Port Arthur and Dalney passed to the latter nation. The name of Dalney was then changed to Dairen, meaning in the Japanese language, "Great connections." The selection was happily made, for, as will be seen later, Dairen is destined to be a port of great connections between a large portion of the Far East and the European Continent.

SOUTH MANCHURIAN RAILWAY.

One of the most valuable assets acquired by the Japanese within the leased territory, and the greatest factor in the development and prosperity, and indeed the life of the Port of Dairen, has been and is the South Manchurian Railway. This railway was originally built by the Chinese Eastern Railway Company (Russian and Chinese) during 1900 and 1901, to form an arm of the great Trans-Siberian route from Europe to the Far East. It was then constructed on the Russian gauge of 5 feet, which was converted during the progress of the Russo-Japanese war to the Japanese gauge of 3 feet 6 inches in order to be adapted to the rolling stock sent over from Japan. By the treaty at the close of the war the Japanese Government acquired from Russia the main line from Changchun to Port Arthur, together with its branch lines, and all the rights, privileges and properties attaching thereto, including the coal mines. As a result, the South Manchurian Railway Company was organized in 1906, under the auspices of the Imperial Japanese Government, with an authorized capital of yen 200,000,000 (£20,000,000), divided into one million shares of yen 200 each, half of which is owned by the Japanese Government.

LENGTH OF SOUTH MANCHURIAN RAILWAY.

Measured by Canadian standards, the South Manchurian Railway is not of great mileage, the length of the various portions being:—

	Miles.
Dairen to Changchun—main line.	437.5
Branch to Port Arthur.	31.6
“ Newchwang.	13.6
“ Fushun coal mines.	30.8
Mukden to Antung.	170.7
	684.2

Under Russian administration Port Arthur was the Southern terminus, and the main line proceeded from that port to Changchun; but under the Japanese the main

line now extends from Dairen to Changchun, and the road to Port Arthur is made a branch line. The importance of the South Manchurian Railway is not so much centred in its mileage length as in the part which it is playing in forming one of the links of a great transcontinental railway route, and the opening up to commerce of a port and territory which twenty years ago possessed no foreign trade whatever.

SOUTH MANCHURIAN RAILWAY INDUSTRIAL LABORATORIES.

Apart from its activity as a great railway and steamship corporation, the South Manchurian Railway Company has vigorously taken up the investigation of the resources and products of the territory within which the line operates. In the furtherance of this scheme industrial laboratories have been established at Dairen, and original research work is being carried on by staffs of experts in each department.

The investigations which are proceeding at the present time are the following, the central laboratory being arranged under eight divisions: (1) General Affairs; (2) Analysis; (3) Applied Chemistry; (4) Tussah Filature (Wild Silk); (5) Dyeing; (6) Porcelain and Ceramics; (7) Distilling; and (8) Electro Chemistry and Hygiene.

OTHER ENTERPRISES.

Steamships.—The South Manchurian railway operates a direct steamship service to Shanghai, twice a week each way, in connection with the passenger service of their railway and the Siberian route to Europe. These steamers are well-appointed, fast and commodious, and if sailing direct, make the passage from Shanghai to Dairen in thirty-six hours. In addition, the company operates a fleet of coal steamers which ply to all Far Eastern ports in connection with their extensive coal mines at Fushun, as well as a considerable fleet of coasting steamers which are engaged principally in the waters of North China and Korea.

Hotels.—By the far-seeing enterprise of the railway company hotels, among the finest in the East, have been established at Dairen, Port Arthur, Mukden and Changchun. Thus in a desolate country where a very few years ago the best a traveller could find in the way of a hotel was a very wretched Chinese inn, there have sprung up hotels at all four places, furnishing accommodation rivalling that to be obtained in any of the older ports of China and Japan.

PRODUCTS OF SOUTH MANCHURIA.

Although the climate of South Manchuria is not unlike many portions of Canada, yet notwithstanding this the products of the two countries are not quite the same. This is probably not entirely due to soil and climate, but may be the result of specialization in certain cereals and absence of experimentation with other products. But without doubt there seems to exist some peculiar condition in either the soil or climate or rainfall or acclimatization of South Manchuria which has a beneficial effect on certain crops, notably beans, millet and Kaoliang, not possessed by other countries. The cultivation of soya beans has been attempted in almost every agricultural country, but in none has great success attended the experiment, yet in South Manchuria this crop has flourished for many years.

Leaving the consideration of this product to follow other and less known industries of this territory will first be reviewed. It is well to point out that South Manchuria is entirely an agricultural country. The people have been farmers for many generations, farming their land under the most primitive and laborious conditions. Those old conditions still exist to a very large extent, and considerable time is likely to pass before any great change will take place; but the efforts which the South Manchurian Railway Company are putting forth, and the experimentations which they are engaged in, not only in connection with the industrial laboratories mentioned above, but in their nursery farms, must finally show results. The railway company has established eleven such farms at different points along the line for the experimen-

tal growing of grains, vegetables, flowering plants, afforestation, etc. All such enterprises must eventually be of much assistance to the Manchurian farmer, and gradually induce him to adopt other methods than those now in vogue, and must generally tend to improve his condition.

SOIL AND CLIMATE.

The soil on the Ashino plain and all along the Sungari basin is of black earth and rich yellow clay, and, although most fertile, is as yet nearly all virgin soil. What has been cultivated produces abundant and magnificent crops, the principal being wheat, barley, oats, beans, peas, sorghum, millet, maize, tobacco, indigo, flax, sesamum, and hemp. Vegetables—comprising potatoes, onions, carrots, turnips, cabbages, cucumbers, melons, tomatoes, and radishes—are extensively cultivated, while beetroot, for making sugar and spirits, is grown in large quantities. Wild flowers grow in profusion, more especially lilies of the valley, violets and tulips. Fruit trees in a wild state, such as pear, apple, and nut trees, grow on the banks of the rivers and lakes, but the most common tree found is the willow. Big trees, such as the poplar, ash, and elm, are mainly to be found round villages.

The climate is severe, but at the same time very healthy and bracing. The position of North Manchuria, with the Pacific ocean on one side and the steppes of Central Asia on the other, accounts in some measure for its climatic changes and frequent winds. The maximum average temperature is 64° Fahrenheit, and the minimum 11°. The summer average is 81°, and this is felt more keenly owing to moisture; but the really hot weather only lasts some six weeks at most. In winter the thermometer goes down to 35° F. below zero. The rainfall average of the year (seven months) is 485 millimetres, and during the rainy season in July and August the monthly average fall is 180 millimetres. Spring, which begins in April, is short; summer may be said to last until the middle of August; and winter begins in the early part of November. The snow which falls during the cold weather does not remain long on the ground and is quickly dispersed by the winds. The river Sungari opens to navigation at about the end of April, and ice forms on it at the beginning of November.

MANCHURIAN TRADE.

The growth of Manchurian trade is shown in the following table for the five years 1912-16:—

Year.	Import. Tael.	Export. Tael.	Total. Tael.
1912..	94,640,621	89,309,545	183,950,166
1913..	99,149,138	99,765,241	198,914,379
1914..	97,824,808	93,242,581	191,067,389
1915..	90,359,860	109,606,999	199,966,859
1916..	105,379,367	112,203,901	217,583,268

The foreign trade of Manchuria is carried on through the following eleven places: Aigun, Sansing, Manchouli, Harbin, Suifenho, Lungchingtsun, Hunchun, Antung, Tatungkow, Dairen and Newchwang.

The most important of these places is Dairen, through which 50 per cent of the whole trade of the country passed in 1917. In direct foreign trade Dairen ranks next to Shanghai of all the ports of China, exceeding both Tientsin and Hankow. Next in importance come Antung, Newchwang and Harbin, the last being the great Russian city in North Manchuria.

TRADE OF DAIREN IN 1917.

The direct foreign trade of Dairen, the principal port of Manchuria, in 1917 amounted to Haikwan taels 110,204,371, as follows:—

	Haikwan Taels.
Net foreign imports..	63,181,630
Exports to foreign countries and Hong Kong..	47,023,741
	110,204,271

Imports consists chiefly of cotton cloth, sheetings, shirtings, drills, etc., cotton yarn, metals, sugar, kerosene, cigarettes, matches, wheat flour, and many other commodities.

Principal Imports (1917).

	Haikwan Taels.
Cotton cloth, sheetings, shirtings, drills, etc.	1,944,000
Cotton prints.	260,000
Other cotton goods.	3,748,000
Cotton yarn and thread.	1,000,000
Wool and cotton union cloth.	750,000
Woollen cloth.	850,000
Iron and steel and metals.	6,788,000
Gunny bags.	3,200,000
Rice.	1,223,000
Cigarettes.	3,900,000
Coffee (raw).	2,800,000
Electrical material.	1,267,000
Flour.	750,000
Leather.	2,500,000
Kerosene oil.	3,000,000
Shoes and boots.	1,474,000
Shocks for barrels.	437,000
Underclothing.	270,000
Socks, cotton.	225,000
Soap.	260,000
Sugar, brown and white.	3,000,000

Principal Exports (1917).

	Haikwan Taels.
Bean cake.	19,866,000
Beans.	7,535,000
Bean oil.	16,575,000
Kaoliang.	2,000,000
Maize.	700,000
Wheat.	422,000
Coal.	2,700,000
Flour.	532,000
Grass cloth.	1,245,000
Oil, ground nut.	340,000
“ wood.	550,000
Seeds, hemp, linseed, sesamum, etc.	1,355,000
Silk, raw, wild.	1,700,000
“ “ filature.	1,148,000
“ “ cocoons.	1,047,000
Tallow, vegetable.	268,000
Wool, sheep's.	554,000

JAPAN'S FAVOURABLE POSITION IN MANCHURIA.

That Japan enjoys certain special privileges in the markets of Manchuria is well known, and probably 80 per cent of the total trade of the territory passes through Japanese hands. Japanese shippers obtain reduced rates on railway and steamship lines, which, while applying to all shippers alike, can only be taken advantage of by the Japanese; and also, controlling as they do the railway, postal, telegraphic and banking facilities of the country they are thus placed in a much more advantageous position than the merchants of other nationalities. Under certain treaty agreements with China all goods entering Manchuria by way of Antung, the border town between the latter and the Japanese possession of Korea, are favoured by a reduction of one-third in the regular customs duty.

This reduction applies to the goods of all countries, but Japan is the only one that is in a position to take advantage of the privilege. British and American goods for consumption in China are received almost entirely at Shanghai and Tientsin, from which ports they enter Manchuria either by way of Dairen, Newchwang or Mukden; to send the goods by way of Japan and Korea in order that they might pass through the port of Antung, entails more time and expense than would be saved through the

reduction of customs duties, so this route is very seldom chosen. In addition to the above, Japan enjoys many natural advantages which other nationalities cannot hope to obtain—such as familiarity with all the markets, and a system of barter in Japanese commodities in exchange for Manchurian produce; extended credits through the assistance of Japanese banks, and a general aggressive policy in pushing Japanese goods wherever possible. This policy not only prevails throughout the whole of Manchuria, but extends into inner or eastern Mongolia; and the further extension of branch lines of the South Manchurian railway into the latter territory, must go far to increase Japanese trade influence throughout all this great country.

DEMAND FOR AEROPLANE LUMBER AND ACCESSORIES IN JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, February 12, 1919.—During the last two years Japan has been giving special attention to aviation. While the war was on, the authorities had to be content with studying the art at home with the few aeroplanes that they were able to obtain prior to the year 1915. At the same time they sent officers to the various European fronts to learn as much as possible from observation.

Arrangements were made with France that as soon as the war was over, a party of experienced flyers should be sent to Japan to teach the Japanese. In January last a party of some fifty or sixty French flying officers arrived in Tokyo, and these men are now instructing at the various Japanese aerodromes. As there are only a few up-to-date machines in this country, the party from France brought their own aeroplanes with them. The coming of the French mission, as well as the various foreign experts who have given exhibition flights here in the past, has aroused the keenest interest in aviation. Just at present the Aero Club of Japan have Miss Ruth Law out here giving exhibition flights.

During the war the authorities were not able to get aeroplanes from manufacturers in America and Europe, who were all busy on war contracts. Since the armistice, however, they have imported a few up-to-date machines both from England and America.

It has now been decided to build aeroplanes in Japan. The authorities intend to build 600 planes during this year. The engines are to be imported from abroad, but the ensilages will be built here entirely. This will mean a new market for Canadian aeroplane spruce and also for the many materials and parts necessary for aeroplane construction, such as wire, screws, bolts, nails, forgings, stampings, turn-buckles, varnish, aluminium, rubber and "dope," etc.

From the standpoint of geographical position, as well as from experience, British Columbia is the point from which all spruce for aeroplane construction should emanate (see Trade Inquiry No. 665 in this number of the *Weekly Bulletin*).

The spruce lumber would no doubt have to be all "clear," and that which would not pass the test for aeroplane lumber would have to be culled before shipment.

As regards the many accessories, which require to be of such fine quality and so exact in detail, there are many firms in Canada who have been making parts for Canadian aeroplanes, and who should be in a good position to handle inquiries of this nature (see Trade Inquiry No. 664 in this number of the *Weekly Bulletin*).

As the authorities intend to begin their aviation campaign at once, Canadian exporters should lose no time in answering these inquiries. The Canadian Trade Commissioner, Yokohama, will be pleased to receive samples of any aeroplane parts, and will show them to those interested.

AEROPLANE LUMBER DEVELOPMENT IN BRITISH COLUMBIA.

In connection with the above article by Mr. Bryan, it may be noted that: Prior to the war the quantity of Sitka spruce logs annually manufactured into lumber of all grades in British Columbia did not exceed 3,000,000 board feet, only 150,000 board feet of which would have been suitable for aeroplane construction. No fir of the grade suitable for aeroplane construction was manufactured in British Columbia prior to the war, and special methods of manufacture were instituted to develop this entirely new grade. The total outlay in connection with the production of aeroplane spruce and fir in British Columbia was approximately \$8,200,000.

The photograph on the front page of this issue of the *Weekly Bulletin* shows the inspecting of aeroplane spruce at the largest of the three mills which were operated by the Imperial Munitions Board at Port Clements, Queen Charlotte Islands, British Columbia.

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Canadian Trade Commissioner, Liverpool, in cables of 6th and 7th March:—

Over 2,700 barrels Ontario apples ex *Corsican* and *Tunisian* sold by auction at Liverpool, March 5, mainly slacks. Golden Russets No. 1's, 67s. 8d.; No. 1's (slack), 52s. to 67s. 8d.; No. 2's (slack), 37s. 6d. Ben Davis No. 1's, 47s.; No. 1's (slack), 39s. to 43s.; No. 2's, 39s. to 40s.; No. 2's (slack), 35s. to 38s.; Domestic, 36s. to 44s.; No. 3's, 34s. Spies No. 2's (slack), 41s. to 42s.; Domestic, 40s.; lots of mixed varieties, slack, No. 1's, 40s. to 41s.; No. 2's, 36s.; No. 3's, 30s. 6d. Over 7,000 barrels Nova Scotia apples ex *Mottisfont* sold in London, best brands at maximum price, but proportionate reductions for condition and grade; boxed apples sold at maximum price.

Liverpool.—Over 1,500 barrels Ontario apples ex *Metagama* and *Corsican*, mainly slack, sold March 7. Ben Davis, No. 1's, 65s. to 66s.; No. 1's, slack, 35s. to 48s.; No. 2's, 40s.; No. 2's, slack, 30s. to 33s.; No. 3's, slack, 27s. to 29s.; Domestic, slack, 27s. to 30s. Spies, No. 1's, slack, 48s. to 64s.; No. 2's, 46s. to 62s.; No. 3's, 40s. to 41s. Good American Baldwins and Albermarle Pippins sold at maximum price.

STEEL RAILWAY TIES WANTED FOR GREECE.

On March 7 the Canadian Trade Commission issued the following statement: "The Greek Government is in the market for 500,000 steel railway ties of 242 pounds weight each. Canadian firms contemplating bidding must take immediate action, as the demand is urgent. American firms are known to be already in the field. The Canadian Trade Commission believes that this may give Dominion manufacturers a chance to use surplus steel and the forging presses which were installed for munition making."

A representative of the Trade Commission afterward interviewed Mr. E. Travelos, chairman of the Hellenic Commission in the United States, with regard to the inquiry for half a million steel ties for the Greek Government. Mr. Travelos stated his instructions were for 100,000 at 155 pounds weight, and was not aware that Canadian steel manufacturers were prepared to bid on this order, but when informed, said he would be glad to give every opportunity to Canadian firms to compete. He preferred to handle inquiries through the Canadian Trade Commission in Ottawa, and agreed to send specifications, blue prints and other details as soon as ready.

On the general question of Canadian trade with Greece, the chairman of the Hellenic Commission said very frankly that Canada as a source of supply had not been considered by his Commission. He requested full information on the Dominion's capacity. An invitation to Mr. Travelos to visit Canada and especially Ottawa has been extended. Mr. Travelos thought that if the matter of credits could be arranged, an enormous quantity of work which had to be undertaken in Greece could be arranged. He especially mentioned a scheme for the water supply of Athens.

CANADIAN LEATHER FOR ENGLAND.

A representative of the Canadian Trade Commission interviewed Sir Percy Daniels and Sir Henry Yapp, of the British War Mission, New York, and was informed that Great Britain will not be able to supply her leather requirements for many years, but he regretted that Canadian tanners were ill-informed as to requirements of the British markets. He strongly recommended that tanners should find out the class of hides suitable for the leather required, and mentioned that he had been authorized to purchase two and a half million dollars' worth of good grade upper leather, a quality he did not think Canadian tanners could supply.

CANADIAN PAPER MANUFACTURERS URGED TO CONSIDER THE FRENCH MARKET.

Mr. Philippe Roy, Commissioner General of Canada in Paris, France, has received the following letter from a dealer in book paper, wrapping paper and fine paper:—

"I take the liberty to point out that the Canadian paper manufacturers should study immediately the proper means of organizing their trade on the French market. Scandinavian papermakers have already put forth a serious effort in that direction and it would certainly be regrettable if our Canadian friends and allies should find their places taken."

With reference to this see Trade Inquiry No. 673 in this number of the *Weekly Bulletin*.

FRENCH IMPORTERS OF AGRICULTURAL IMPLEMENTS.

The Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, has received from the Commissioner General for Canada in Paris, France, a list of purchasers of agricultural machinery in France which he has obtained from a reliable source. Copies of this list can be obtained by agricultural machinery manufacturers by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer File No. 21105).

THE TEXTILE INDUSTRY OF NORTHERN FRANCE.

In the *Democratic Nouvelle*, Paris, February 19, 1919, M. Pol Fiquémont writes an interesting article under the heading: "Textile Industry must be helped." The substance of this article is briefly as follows:—

The news that raw wool would not be requisitioned during 1919 has been gladly received by Frenchmen generally. Hopes ran high because everybody was looking to a big decrease in the pre-war prices.

After declaring that France is tributary, as regards the wool trade, to England, Australia, Uruguay, and the Cape, M. Fiquémont gives the following figures, which show, in millions of kilogrammes, the difference between the respective trades of:—

Australia..	374	millions of kilograms
Buenos Aires..	141	" "
Uruguay..	35	" "
The Cape..	68	" "
France..	35	" "

"If, from raw wool," says M. Fiquémont, "we pass to manufactured textiles, we then see again (more plainly than before), that France, with her northern factory system paralyzed, is tributary to England."

In another part of his article M. Fiquémont states that the French textile industry is ruined. The shutting down of all the manufactures in Northern France is the cause of this stagnation.

After giving the details of the German depredations in Northern France concerning this industry only he sums up the total losses as follows:—

Spindles.....	4,760,000
Looms.....	42,800

The above figures indicate that 61,300 are out of work.

In spite of all the difficulties of reorganizing, employers and employees look forward to the revival of this industry. All they need now is a better system of transportation. If manufacturers had good transportation facilities, 20 per cent of the factories situated in Northern France could open to-morrow.

NO MARKET FOR CANADIAN BEANS IN EUROPE.

Professor James W. Robertson writing from London to the Canada Food Board in reply to a letter regarding the prospects of a market in Europe for Canadian beans says:—

"I had already had the question up with the Royal Commission on Wheat Supplies which has arranged the supplies of cereals for the Allies and neutrals in Europe. I brought up the question again on receipt of your letter. They did not see any prospect of an outlet in Europe. The United Kingdom is said to have a stock of beans (mainly Rangoon) sufficient for about three years' supply. The Wheat Commission has been trying to place them in every possible market in Europe without success. I had the question up with the Roumanian Delegation at Paris. There was a prospect of selling some there for seed and later on a quantity for food. Meanwhile the plan for sending seed from Canada for Roumania cannot be carried out for want of shipping. The Wheat Commission is about 250,000 tons of shipping short to enable it to carry out its undertakings for February. An inquiry at the Ministry of Shipping gave no encouragement to expect available shipping in the near future for supplying Roumania. I shall take up the question again with Roumania and any other country which needs or can take beans as one of its foodstuffs; but I suppose whatever effort I may make in that direction will be met from time to time by the fact that the Wheat Commission for the Inter-allied Food Council wants to dispose of its surplus and their stocks in England are so much nearer the ultimate destination that they have an advantage in that respect."

NEW INCORPORATIONS.**Dominion.**

The Shaw Tobacco Company, Limited. Incorporators: George Vipond Cousins, Charles Mackay Cotton and Aubrey Huntington Elder, advocates; and Rosalind Stuart and Isabella Stewart Macfarlane, stenographers—all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

The Davis Manufacturing Company, Limited. Incorporators: Julius Frank Davis and Jacob Harry Davis, manufacturers; Edward Mahony, manufacturer's agent; Sarah Davis, married woman; and Selma Davis, book-keeper—all of Toronto. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Toronto.

Consolidated Wafer Company, Limited. Incorporators: Samuel Madfes, Barnette Duberstein and Morris Duberstein, manufacturers, of Brooklyn, U.S.A.; and Max Goldberg, Abraham Cohen and Jacob Jay Dubey, manufacturers, of Chicago, U.S.A. Capital, \$50,000, divided into 5,000 shares of \$10 each. Chief place of business, Toronto.

Premier Potato Company, Limited. Incorporators: François Phillippe Brais and Henry Robert Mulvena, advocates; and Laura May Smith, Ella Mary Jackson and Bessie Moore Rogers, stenographers—all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Clax Milling Company, Limited. Incorporators: William James Moran, Robert Dunbar Guy and Charles Whitfield Chappell, barristers-at-law; Paul Guyot Duval, student-at-law; and Louise Maud Stuart, stenographer—all of Winnipeg. Capital, \$1,000,000, divided into 100,000 shares of \$10 each. Chief place of business, Winnipeg.

United Financial Corporation, Limited. Incorporators: Walter Robert Lorimer Shanks, advocate; Francis George Bush, book-keeper; George Robert Drennan, stenographer; Herbert William Jackson, and Michael Joseph O'Brien, clerks—all of Montreal. Capital, \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Kingdom Mining, Smelting and Manufacturing Co., Ltd. Incorporators: Louis Philippe Cropeau, King's Counsel; Segfried Hinson Read Bush and Benjamin Robinson, advocates; George Whittaker, accountant; and Alec Phelps Grigg, student-at-law—all of Montreal. Capital, \$55,000, divided into 7,500 shares of \$100 each. Chief place of business, Montreal.

The Macartney Milking Machine Company, Limited. Incorporators: Thomas Brownlee and Daniel Herron, agents; John Robinson Osborne and Samuel Rupert Broadfoot, barristers-at-law; Charles William Hall, salesman; Alexander Delahaye and Gideon Delahaye, manufacturers; and Laura Catherine Burpee, spinster—all of Ottawa; and Thomas Delahaye, of Brockville. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Ottawa.

A. C. Leslie & Compnay, Limited. Capital increased from \$250,000 to \$500,000, such increase to consist of 2,500 shares of \$100 each. Head office, Montreal.

Paramount Phonograph and Record Company of Canada, Limited. Incorporators: Maxwell Goldstein, advocate and King's counsel; John Albert Engel, advocate; James Burnett Taylor, accountant; Adolph Gardner, student-at-law; and Berthe Maysenhoelder, stenographer—all of Montreal. Capital, \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

Nisbet and Auld, Limited. Incorporators: Charles Forsyth Ritchie, barrister-at-law; Wilfred Field and George Meredith Orr, students-at-law; Miriam Jackson and Elizabeth McQuarrie, stenographers—all of Toronto. Capital, \$750,000, divided into 7,500 shares of \$100 each. Chief place of business, Toronto.

Dominion Exporters, Limited. Incorporators: Hugh MacKay, King's counsel; John MacNaughton, advocate; Robert Dodd, broker; Robert Houston, James Geary Cartwright and James Burnett Taylor, managers—all of Montreal. Capital, \$200,000, divided into 2,000 shares of \$100. Chief place of business, Montreal.

Canadian Exhibitors Exchange, Limited. Incorporators: Wilfrid Field, George Meredith Orr and Hilliard Brooke Bell, students-at-law; Elizabeth McQuarrie, Harriett Green, Miriam Jackson and Annie Redpath, stenographers; Leo Joseph Phelan and Charles Forsyth Ritchie, barristers—all of Toronto. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

John Sweet and Company, Limited. Incorporators: Nathan Phillips, William Henry McGuire, George Francis Rooney, barristers; Florence Alice Sweet, Anna McCartney, and Mira Edith Ingram, stenographers—all of Toronto. Capital, \$40,000, divided into 400 shares of \$100 each. Chief place of business, Hamilton.

Associated Securities Company, Limited. Name changed to British Columbia Cement Company, Limited, and powers extended to take over the Associated Cement Company (Canada), Limited, and the Vancouver Portland Cement Company, Limited. Head office, Vancouver.

Reynolds Timber Shipping and Insurance Agency, Limited. Capital increased from \$40,000 to \$150,000 and name changed to that of Reynolds Company, Limited. Head office, Toronto.

The Nomingue Pulp and Lumber Company, Limited. Name changed to "Eugene Patenaude, Limitée."

British Columbia.

Leach River Hydraulic Mining Company, Limited (non-personal liability). Capital \$100,000, divided into 100,000 shares. Registered office, Vancouver.

Province Oil and Gas Company, Limited (non-personal liability). Capital \$250,000, divided into 1,000,000 shares. Registered office, Vancouver.

Skeena Mining and Milling Company, Limited (non-personal liability). Capital \$250,000, divided into 250,000 shares. Registered office, Vancouver.

Western Minerals, Limited. Capital \$30,000, divided into 30,000 shares. Registered office, Vancouver.

Ontario.

Superior Barn Equipment Company, Limited. Incorporators: Andrew Dods, Mervil MacDonald and Percy Edwin Frederick Smily, barristers-at-law; and Aileen Silk and Arnold Gilmour Ferguson, students-at-law—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Fergus.

Reflex Manufacturing Company, Limited. Incorporators: David John Fleming, polisher; William Douglas Fleming, painter; Frederick Tasker, court clerk; and Caroline Albera Patterson, married woman—all of Parry Sound. Capital \$40,000, divided into 4,000 shares of \$10 each. Head office, Parry Sound.

The Canadian Renulife Electric Company, Limited. Incorporators: Richards Jay Sherman, and James Eastman, both of Detroit, manufacturers; Fannie Caw Haygarth, widow, and William Marshall Thompson, gentleman—both of Ford City; and Edward William Murray Flock, of London, barristers-at-law. Capital \$40,000, divided into 800 shares of \$50 each. Head office, Windsor.

National Paper Goods Company, Limited. Incorporators: Cecil Vanroy Langs, and Ewart Gladstone Binkley, barristers-at-law; Edna Marguerite Green, and Victoria May Tydd, stenographers; and Nellie Moore, book-keeper—all of Hamilton. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Hamilton.

The Commonwealth Hat Manufacturing Company, Limited. Incorporators William Havclock Garvey, and John Albert Rowland, barristers-at-law; James Poole, real estate broker; Carmel Ignatia Gaughen, stenographer; and Mary Katharine Macdonald, student-at-law—all of Toronto. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Industrial Varnish Works, Limited. Incorporators: Morley Punshon Van der Voort, barrister-at-law; Bertrand Thomas McAvoy, and Morley Carman Van der Voort, students-at-law; and Ethel Barry and Elfrida Murray, stenographers. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Hamilton.

Clay Products Agency, Limited. Incorporators: Mervil MacDonald, Edwin Smily and Gideon Grant, barristers-at-law; Aileen Isabel Silk, John Maitland Macintosh and Arnold Gilmour Ferguson, students-at-law; and Marjorye Greer, stenographer—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Ferro Alloys Iron and Coke Company, Limited. Incorporators: Henry Hague Davis, Edward Henry Brower and Lawrence Alfred Landriau, solicitors; Nellie Boynes, book-keeper; and Barrett Risdon Davidson, student-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Cottam Farmers, Limited. Incorporators: Eugene Salathiel Scratch, Sidney Herbert Wyatt, Hamilton Mitchell Orton, George Edward Newman and Raymond Andrew Jackson—all of the township of Gosfield North. Capital \$40,000, divided into 1,600 shares of \$25 each. Head office, Village of Cottam.

William A. Woodbury Distributors, Limited. Incorporators: Morley Punshon van der Voort, barrister-at-law; Bertrand Thomas McAvoy and Morley Carman van der Voort, students-at-law; and Ethel Barry and Lillis Sleeth, stenographers—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Head office, Toronto.

New Porcupine Imperial Mines, Limited. Incorporators: James Edward Day and Joseph Patrick Walsh, barristers-at-law; Charles Joseph McLaughlin, student-at-law; Gladys Louise Lee, stenographer; and Ella Edith Purvis, book-keeper—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

Petroleum Products Company, Limited. Incorporators: William Beverly Wood, of Toronto, salesman; and Otta Fueg-Berger, salesman; Arthur Gustave Herr, book-keeper; Martin Karl Lawrenz, mechanic; and Robert George Widdicombe, printer—all of St. Catharines. Capital \$100,000, divided into 10,000 shares of \$10 each. Head office, St. Catharines.

The Port Dover Fish Company, Limited. Incorporators: Charles William Barwell, fish merchant; Charles Gladstone Ivey, miller; Paul Clark Robinson, mariner; and David Low, fisherman—all of Port Dover; and John Burrer Paine, of Toronto, manufacturer. Capital 60,000, divided into 600 shares of \$100 each. Head office, Port Dover.

Canadian Drill and Electric Box Company, Limited. Incorporators: Frank Joseph Hughes and Leo Joseph Phelan, barristers-at-law; Isadore Levinter, student-at-law; Henry Catley, accountant; and Harry Melvin, office clerk—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

International Engineering Corporations, Limited. Incorporators: Melvin George Hunt, barrister-at-law; Albert Edward Shaw, broker; David McLaren, salesman; and Edith MacTavish and Eileen O'Donnell, stenographers—all of Toronto. Capital \$750,000, divided into 7,500 shares of \$100 each. Head office, Toronto.

East Kent Oil Producing Company, Limited. Incorporators: Alexander Shepherd Lown, solicitor; Joseph Henry Ingram, salesman; Arnold Ferguson, student-at-law; Thomas Clarkson Gordon Russell, Esq.; and George Henry Bourne, accountant—all of Toronto. Capital \$300,000, divided into 300,000 shares of \$1 each. Head office, Toronto.

CANADIAN GRAIN STATISTICS.

Quantity of Grain in Store at Terminal Elevators, Interior Terminal Elevators,
and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau Statistics.

Week ending March 7, 1919	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,229,199	455,039	519,474	664	86,256	4,290,632
Consolidated Elevator Co.	1,397,193	29,760	62,689	9,764	5,299	1,504,705
Empire Elevator Co.	1,234,196	125,116	113,157	53,823	8,033	1,534,325
Ogilvie Flour Mills Co.	1,172,769	50,619	237,550		229	1,461,167
Western Terminal Elevator Co.	1,654,383	38,055	41,806	65,038	3,793	1,803,075
G. T. Pacific	4,790,093	396,717	289,046	75,326	12,787	5,563,969
Grain Growers' Grain Co.	1,174,339	447,133	450,606		31,340	2,103,418
Fort William Elevator Co.	994,433	287,743	134,391	31,153	18,015	1,465,735
Eastern Terminal Elevator Co.	1,057,344	64,766	125,693		15,011	1,262,814
Northwestern Elevator Co.	817,771					817,771
Port Arthur—						
Port Arthur Elevator Co.	5,196,490	716,429	1,128,958		56,469	7,098,346
Sask. Corp. Elev. Co.	1,938,341	172,104	94,878	92,238	35,053	2,332,614
Canadian Government Elevator.	2,024,577	499,313	196,257	133,915	33,465	2,887,527
" for Imperial Gov't.				2,113		2,113
Thunder Bay	912,841	156,161	147,936	41,710	3,752	1,262,400
Davidson & Smith	538,233	225,091	241,946		2,717	1,007,987
Eastern Richardson	1,255,164	131,108	82,423	44,373	173,702	1,686,770
Total terminal elevators	29,387,366	3,795,154	3,866,810	550,117	485,921	38,085,368
Saskatoon Dom. Government Elevator.	486,245	1,046,851	123,219	1,176		1,657,491
					† 4,772	4,772
Moosejaw Dom. Government Elevator.	998,746	541,973	77,613	1,212		1,621,307
					† 5,958	5,958
Calgary Dom. Government Elevator.	912,493	815,603	131,809	995	22,003	1,882,903
Vancouver Dom. Government Elevator	217,515	152,837	4,684			375,036
Total interior terminal elevators	2,614,999	2,557,264	337,325	3,303	34,496	5,547,467
Depot Harbour	156,229					156,229
Midland—						
Aberdeen Elevator Co.	434,157					434,157
Midland Elevator Co.	1,592,740				106,373	1,699,113
Tiffin, G. T. P.	654,102					654,102
Port McNicoll	987,408	1,045	111,974			1,100,427
Collingwood	146,098					146,098
Goderich—						
Elevator & Transit Co.	724,368					724,368
Western Canada Flour Mills Co., Ltd.	570,004					570,004
Elevator & Transit Co. afloat	540,893					540,893
Kingston—						
Montreal Transportation Co.		19,982				
Commercial Elevator Co.	1,413					21,395
Port Colborne Dom. Gov't. Elevator	1,819,384					1,819,384
" Maple Leaf Mill'g Co., Ltd.	1,213,186					1,213,186
Prescott						
Montreal—						
Harbour Commissioners No. 1	2,375,685	66,490	218,927	14,776		2,675,878
" No. 2	276,793	704,698	295,792	19		1,277,302
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners	923,700	238,217	2,208			1,164,125
West St. John, N.B.	247,542	17,341	121,114			385,997
Halifax, N.S.			Not reported.			
Total public elevators	13,813,855	1,047,773	750,015	14,795	106,373	15,732,811
Total quantity in store	45,816,220	7,400,191	4,954,150	568,295	† 10,730	59,365,646

† Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended March 7, 1919.

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard.....	52,261	173,521	205,782	
No. 1 Northern.....	3,553,323	1,825,699	6,271,695	16,650,717
No. 2 ".....	4,368,334	194,557	2,406,019	6,968,910
No. 3 ".....	5,095,721	105,500	1,742,361	6,943,582
No. 4 Wheat.....	4,541,164	23,388	1,651,050	6,215,602
No. 5 ".....	2,417,003	15,969	583,826	3,016,798
No. 6 ".....	3,036,691	4,504	259,207	3,300,402
Other.....	1,342,869	73,298	899,697	2,335,864
Australian.....		178,563		178,563
Totals.....	29,387,366	2,614,999	13,813,855	45,816,220
Oats—				
No. 1, C.W.....	1,707	1,455	1,903	5,065
No. 2, ".....	265,945	461,777	76,513	804,235
No. 3, ".....	578,962	346,844	47,458	973,264
Ex. No. 1 Feed.....	380,522	449,825	132,311	962,658
No. 1 Feed.....	455,413	530,233	158,103	1,143,749
No. 2 ".....	1,219,227	615,711	110,723	1,945,661
Other.....	893,378	151,419	520,762	1,565,559
Totals.....	3,795,154	2,557,264	1,047,773	7,400,191
Barley—				
No. 3 extra C.W.....	1,139			1,139
No. 3 C.W.....	1,427,395	98,257	228,860	1,754,512
No. 4 ".....	1,519,162	131,167	159,722	1,810,051
Feed.....	231,420	25,954	22,792	330,166
Rejected.....	338,446	34,997	201,660	575,103
Other.....	299,248	46,950	136,981	483,179
Totals.....	3,866,810	337,325	750,015	4,954,150
Flax—				
No. 1 Northwestern Canada.... 1,188	292,681	2,404		296,273
No. 2 C.W..... 527	172,789	59		173,375
No. 3 "..... 398	72,300	216		72,914
Rejected.....		25		25
Other.....	10,234	207		207
Totals..... 2,113	548,004	472	14,795	568,295
Rye—				
No. 1 C.W.....	4,458			4,458
No. 2 ".....	302,348		50,011	352,359
Rejected.....	57,337		15,067	72,404
No Grade.....	79,887			79,887
Other.....	41,891	23,766	41,295	106,952
Totals.....	485,921	23,766	106,373	616,060
Corn.....		10,730		10,730
Total quantity in Store.....	38,085,368	5,547,467	15,732,811	59,365,646

Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East and Afloat, on March 7, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>March 7, 1919.</i>			
Terminal Elevators.....	29,387,366	8,698,002	38,085,368
Interior Terminals.....	2,614,999	2,932,468	5,547,467
Public Elevators in the East.....	13,272,962	1,918,956	15,191,918
Afloat.....	540,893	.....	540,893
Total.....	45,816,220	13,549,426	59,365,646
<i>March 8, 1918.</i>			
Terminal Elevators.....	5,194,293	7,483,586	12,677,879
Interior Terminals.....	1,934,986	3,870,966	5,805,952
Public Elevators in the East.....	3,834,674	2,988,547	6,823,221
Afloat.....	2,691,868	.....	2,691,868
Total.....	13,655,821	14,343,099	27,998,920
<i>March 9, 1917.</i>			
Terminal Elevators.....	23,116,589	13,954,218	37,070,807
Afloat Terminals.....	89,245	101,331	190,576
Interior Terminals.....	5,263,578	2,798,045	8,061,623
Public Elevators in the East.....	3,315,006	4,769,838	8,084,844
Total.....	31,784,418	21,623,432	53,407,850
<i>March 10, 1916.</i>			
Terminal Elevators.....	24,025,102	11,287,846	35,312,948
Afloat terminals.....	2,425,386	974,311	3,399,697
Interior Terminals.....	3,895,281	1,067,972	4,963,253
Public Elevators in the East.....	4,654,528	3,402,203	8,056,731
Total.....	35,000,297	16,732,332	51,732,629
<i>March 11, 1915.</i>			
Terminal Elevators.....	5,994,311	3,810,824	9,805,135
Afloat Terminals.....	283,132	.....	283,132
Interior Terminals.....	1,513,336	1,858,187	2,371,523
Public Elevators in the East.....	2,575,380	2,209,018	4,784,398
Afloat.....	113,441	.....	113,441
Total.....	10,479,600	7,878,029	17,357,629
<i>March 12, 1914.</i>			
Terminal Elevators.....	10,950,594	7,896,590	18,847,184
Afloat Terminals.....	4,083,630	3,310,060	7,393,690
Public Elevators in the East.....	3,964,690	2,541,770	6,506,460
Afloat.....	110,719	.....	110,719
Total.....	19,109,633	13,748,420	32,858,053

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending March 6, 1919.**

	Wheat.	Oats	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....	1,311,848		38,272	1,350,120
C.P.R., West St. John, N.B.....		402,289		402,289
Government Elevator, Port Colborne, Ont.....				—
Aberdeen Elevator, Midland, Ont.....	351,700	85,074	18,575	455,349
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....	112	157		269
Montreal Warehousing Co., Montreal, Que.....	764,514	97,875		862,389
Quebec Harbour Commissioners, Quebec.....	471,279			471,279
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.....	416,325	33,654	74,474	524,453
Halifax, N.S., C.G.R.....		Not reported.		—
Port McNicoll, C.P.R.....	2,599,381	39,264		2,638,645
Goderich Elevator and Transit Co.....				—
Midland Elevator Co., Midland, Ont.....		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.....	130,104	230,321		360,425
Total.....	7,150,194	1,552,834	131,321	8,834,349

MARKET FOR BRICKMAKING MACHINERY IN PERSIA.

(Counsel Ralph H. Bader, Teheran, in United States Commercial Reports.)

The most costly mansions of Persia are built of sun-dried bricks, and the flat roofs are generally of mud. In a hot, dry climate like this, these bricks are durable, as is shown by the fact that some of the towers of Rhei are still standing after twelve centuries. Where great strength is required, the angles are fortified with burnt bricks. Burnt bricks are also used for foundations, chimneys, and Persian baths.

The burnt bricks used here are all produced locally, and so far as is known none have ever been imported. The kilns, twenty-eight in number, are all located near the southeastern entrance to the city, where there is a supply of light-red clay. It is estimated that the total annual output in a normal year is about 30,000,000. The bricks are all hand-made, and are about 8 inches square and 2 inches thick. After being molded, the bricks are placed in the sun to dry, after which they are stacked in the kiln, where the burning process last three days. They are then removed and sorted into three grades, which sell per 1,000 at 100 krans, 60 krans, and 30 krans, respectively (the kran normally exchanges at \$0.0875; present rate, \$0.179). The price in krans has increased by 50 per cent in the past four years. Labourers are paid 4 to 7 krans per day, according to the nature of the work.

On account of the economic situation, building operations are practically at a standstill, and not a single brick was burned in Teheran during the past year. The several kilns still have a supply of bricks on hand, and owners say that none will be made until the demand justifies.

It is believed that when the economic conditions of the country improve there will be a boom in building operations here. Brick-kiln owners say they would be glad to install machinery if it can be done satisfactorily and profitably. They state it would be necessary to bring machinists from abroad as none are found here. Interest could no doubt be stimulated by sending catalogues and illustrations.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of February, 1919.	Six Months February, 1919.	Six Months February, 1918
	No.	No.	No.
Wheat, Spring—			
One Hard.....	6	561	1,043
One Hard White Fife.....			
One Man. Northern.....	742	35,722	54,706
Two Man. Northern.....	534	14,272	21,126
Three Man. Northern.....	731	13,017	12,804
Number Four.....	560	8,641	4,585
" Five.....	306	4,409	2,591
" Six.....	229	2,794	1,859
Feed.....	42	668	556
Smutty.....	56	543	409
No Grade.....	212	3,492	2,352
Rejected.....	45	1,486	2,644
Condemned.....		24	28
No Established Grade.....		6	41
No. 1.....	1	94	6
No. 2.....	2	48	4
No. 3.....		8	2
No. 1 Goose.....		27	6
No. 2 ".....		1	
No. 4, 5, 6 Special.....			
Total Spring Wheat	3,466	85,813	104,762
{ Cars.....			
{ Bushels.....	4,332, 00	107,266,250	128,333,450
Wheat, Winter—			
One A. R. W.....	1	11	57
Two A. R. W.....		16	50
Three A. R. W.....		4	9
Four R. W.....			
Five Winter.....			1
One White Winter.....			
Two ".....			
Three ".....			3
Four ".....			
One Mixed Winter.....			
Two ".....			
Three ".....			
Four White Winter.....			
No Grade.....	1	1	
Rejected.....			
Smutty White Winter.....			
Total Winter Wheat	2	32	120
{ Cars.....			
{ Bushels.....	2,500	40,000	147,000
Total Wheat	3,468	85,845	104,882
{ Cars.....			
{ Bushels.....	4,335,000	107,306,250	128,480,450
Oats—			
Extra No. 1 C. W.....			
Number One Canadian Western.....	1	7	25
" Two.....	91	1,070	2,199
" Three.....	81	1,251	1,435
Extra Number One Feed.....	163	1,120	3,579
Number One Feed.....	190	1,628	4,237
" Two.....	167	1,868	3,124
Rejected.....	44	370	1,165
No Grade.....	163	1,171	2,036
Condemned.....		4	14
Mixed Grain.....	25	256	345
Mixed Grain No. 2.....			
Total Oats	925	8,745	18,159
{ Cars.....			
{ Bushels.....	1,942,500	18,364,500	35,410,050

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of February, 1919.	Six Months February, 1919.	Six Months February, 1918.
	No.	No.	No.
Barley—			
Number Three Extra C.W.	2	19	
" Three C.W.	95	2,192	1,429
" Four C.W.	104	1,365	2,125
Rejected.....	40	546	491
No Grade.....	86	875	627
Condemned.....		1	665
Smutty.....			—
Feed.....	45	409	—
Total Barley..... { Cars.....	380	5,390	5,356
{ Bushels.....	513,000	7,276,500	6,962,800
Flaxseed—			
Number One N. W. Canada	84	1,271	2,546
" 2 C. W.	25	321	398
" 3 C. W.	16	138	59
Rejected.....	2	13	18
No Grade.....	6	39	113
Condemned.....		2	—
Total Flaxseed..... { Cars.....	133	1,784	3,134
{ Bushels.....	133,000	1,784,000	3,447,400
Rye..... { Cars	34	813	358
{ Bushels.....	37,400	894,300	358,000
Screenings..... { Cars.....	24	383	558
{ Bushels.....	24,000	383,000	558,000
Corn..... { Cars.....	3	7	—
{ Bushels.....	3,000	7,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars... ..	3,468	85,848	104,882
{ Bush... ..	4,335,000	107,306,250	128,480,450
Oats..... { Cars... ..	925	8,745	18,159
{ Bush... ..	1,942,500	18,364,500	35,410,050
Barley..... { Cars... ..	380	5,390	5,356
{ Bush... ..	513,000	7,276,500	6,962,800
Flaxseed... { Cars... ..	133	1,784	3,134
{ Bush... ..	133,000	1,784,000	3,447,400
Rye..... { Cars... ..	34	813	358
{ Bush... ..	37,400	894,300	358,000
Screenings... { Cars... ..	24	383	558
{ Bush... ..	24,000	383,000	558,000
Corn..... { Cars... ..	3	7	—
{ Bush... ..	3,000	7,000	—
Total grain..... { Cars... ..	4,967	102,967	132,447
{ Bush... ..	6,987,900	136,015,550	175,216,700
Canadian Pacific Railway, Winnipeg and other points.....	1,917	53,579	73,929
Canadian Northern Railway.....	2,629	36,142	38,308
Great Northern Railway, Duluth.....	13	722	620
Grand Trunk Pacific	468	12,524	19,590
Total	4,967	102,967	132,447

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the six months ended February 28, 1919.

	Receipts.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660
October.....	22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....	24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December.....	20,280,990	1,550,028	1,027,251	472,580	196,656	23,527,545	2,991,440
January, 1919.....	8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
February, 1919.....	4,800,827	926,035	455,380	133,164	44,872	6,360,278	1,530,515
Total.....	84,781,735	5,360,688	4,620,821	1,482,716	683,776	96,929,736	11,422,659

	Shipments.						
	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	f Lake 1,583,608 Rail. 562,535	377,450	162,115	15,353 32,505	3,499	1,598,961 1,138,104	— 1,466,940
October.....	f Lake 12,420,727 Rail. 394,922	322,160	176,464	82,347	24,054	12,679,538 957,708	— 985,655
November.....	f Lake 30,171,908 Rail. 1,496,891	1,070,895	129,484	147,926	57,880	30,449,318 2,893,893	— 1,200,120
December.....	f Lake 6,393,269 Rail. 2,097,028	1,172,678	246,709	286,633	106,475	6,853,453 3,484,158	— 591,680
January, 1919.....	f Lake Rail. 620,326	546,493	60,563	152,855	1,034	1,390,639	914,870
February.....	f Lake Rail. 173,276	386,765	119,282	74,118	10,306	763,747	— 481,215
Total.....	f Lake 50,569,512 Rail. 5,344,978	3,876,441	373,024 813,743	532,259 470,803	106,475 102,284	51,581,270 10,608,249	— 5,640,480

RECAPITULATION—COMPARATIVE FIGURES FOR SIX MONTHS ENDING FEBRUARY 28, 1919.

	Total Number of Cars.
1901-2.....	36,558
1902-3.....	36,111
1903-4.....	26,615
1904-5.....	29,556
1905-6.....	47,130
1906-7.....	40,774
1907-8.....	45,562
1908-9.....	66,955
1909-10.....	80,381
1910-11.....	64,315
1911-12.....	109,426
1912-13.....	128,194
1913-14.....	149,524
1914-15.....	89,480
1915-16.....	209,637
1916-17.....	136,219
1917-18.....	132,447
1918-19.....	102,967

TENDERS INVITED.

Australia.

Tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railways, Melbourne. These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer File No. 20603).

Tenders, in conformity with the specifications, are to be addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the approximate requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
32,194.	May 14, 1919.—	500 cells (only clear glass, for caustic soda batteries; 5,000 sets renewals for caustic soda primary cells; 500 tins caustic soda in granular form; 500 bottles mineral oil.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

620. **Offers of colonial products.**—A firm of merchants dealing in British West Indian sponges would like to get into touch with Canadian houses buying sponges.

621. **A British company,** including some of the most important business men in the United Kingdom, has been organized to carry on trade in the countries of Eastern Europe and Asia Minor. This company will be glad to handle Canadian products. Financially very strong.

622. **Brass and iron valves, also lubricators.**—A London firm wishes to secure the sole agency for Great Britain and the continent of Europe of Canadian manufacturers of brass and iron valves, and also all classes of lubricators.

623. **Railway sleepers.**—A London firm supplying railway sleepers for government purposes in Italy would like to get into communication with Canadian exporters of oak or birch sleepers. About three million sleepers apparently required.

624. **Domestic woodenware and general hardware.**—A firm of builders and merchants in the South of England would be glad to hear from Canadian manufacturers of domestic woodenware and general hardware, in the form of locks, bolts, fittings, etc., also stoves, in all of which they are interested.

625. **Birch.**—A Manchester firm is open to import birch squares. Full particulars are requested with prices delivered Manchester.

626. A New York export commission house will be glad to assist Canadian manufacturers in introducing their goods into the Balkan States, particularly Roumania.

627. **Australians to call on Canadian manufacturers.**—Two representatives of an important Australian company will shortly arrive in Canada with a view to interviewing Canadian manufacturers who may be able to supply articles required in Australia. The following lines are of particular interest to this firm: Galvanized black and steam tube, bar iron, steel boiler plates, rivets, bolts and nuts, galvanized corrugated iron, black steel sheets, aluminiumware, enamelware and engineers' requisites in general. They are engineers and contractors in a very large way of business, with warehouses under most capable management at Melbourne, Sydney, Brisbane, Adelaide and Perth. They do a very extensive trade generally, besides being successful contractors to various Commonwealth and State purchasing departments.

628. **Representation.**—An agent in Paris wishes to represent Canadian firms of food products, canned goods, etc., in France. Has a large clientele and knows the trade. Would also undertake the sale of goods other than foodstuffs.

629. **Agent.**—An agent in Paris, France, desires to act as agent for Canadian manufacturers of dry goods. Commercial traveller of many years' experience in Canada; knows both countries.

630. **Representation.**—A commission agent in Paris desires to represent Canadian firms dealing in foodstuffs. Has a clientele in France. Would sell as well other lines of goods.

631. **Bobbins.**—A firm in Paris would like to know the firms in Canada who could manufacture small wire bobbins used in the weaving of cotton, cloth and wool, for industries in the North of France. Such bobbins were supplied by Finland before the war.

632. A Belgian firm of importers and exporters with a Canadian office is desirous of representing Canadian manufacturers in Belgium.

633. A commercial agent in Ghent, Belgium, would like to get in touch with Canadian exporters; first-class references.

634. **Agency.**—A firm of commission agents at Bari, Italy, is desirous of hearing from Canadian houses exporting lumber, dried fish, boots and shoes, lard, bacon, cereals and chemical products.

635. **Agency.**—An agent in Bari, Italy, wishes to get in touch with exporters of grain, lumber, conserved meat and lard.

636. **Agency.**—A firm of commission agents at Genoa, Italy, desires to import from Canada jewellery, instruments of precision, hides and skins, paper.

637. **Hardware.**—A firm of commission agents in Milan, Italy, which prior to the war represented important German houses, inquires for Canadian hardware.

638. **Food products.**—An agent in Milan, Italy, who claims to be familiar with the foodstuffs trade of northern Italy asks for correspondence from Canadian houses prepared to export alimentary products.

639. **Commission agent.**—Engineer at Turin, Italy, would handle on commission metals in general, minerals, tools, machinery, motors, scientific instruments.

640. **Representation.**—Party at Palermo, Italy, would represent a steamship company.

641. **Piece-goods and veiling.**—Manufacturer at Bologna, Italy, wishes to buy piece-goods and veiling.

642. **Foodstuffs and groceries.**—Agent at Bologna, Italy, would handle on commission foodstuffs in general, coffee, tea and groceries.

643. **Raw materials.**—Banking company at Brescia, Italy, would accept agency for raw materials for industries, engineering articles, etc.

644. Party at Bari, Italy, would buy for his own account or handle on commission dried and salted fish, pepper, coffee, lard, bacon, sulphate of copper, preserved meat and grain.

645. **Paper and printing.**—Genoa, Italy, representative handles on commission paper, office sundries, printing inks (coloured), paints and varnishes.

646. Rome agent would represent exporters and manufacturers of chemicals, leather and skins, piece-goods, lubricant oils, tallows, fats (animal and vegetable).

647. Florence, Italy, commission merchant would handle for his own account and on commission chemicals, paints, drugs, colonials, high-class toilet and laundry soaps, chemical, surgical and physical instruments.

648. **Aniline colour.**—Printers at Florence require aniline colour (direct blue soluble in water).

649. Agents at Bologna would import for own account or handle on commission cycles, automobiles, accessories, sport articles, machine-tools, lubricant oils, etc.

650. Commission merchants at Turin, Italy, would handle piece-goods (woollen and cotton), linen and handkerchiefs.

651. Party at Genoa, Italy, would represent exporters of coals, chemicals, metals, fireclay and bricks, etc.

652. Merchant at Florence, Italy, requires umbrella and sunshade frames, hardware, jewellery, etc.

653. **Siderurgical material.**—Bologna, Italy, firm have openings for siderurgical material in general.

654. Foundry at Pavia, Italy, would buy foundry machines and plants for the use of permanent moulds, galvanizing apparatus and plants (Sherard process).

655. **Piece-goods.**—Representative in Bologna, Italy, would represent piece-goods manufacturers.

656. **Leather.**—Agent at Florence, Italy, seeks connection with British leather dressers, upper leather manufacturers, and boot manufacturers.

657. **Chemicals and fertilizers.**—Bologna, Italy, agent would represent British manufacturers of chemicals and fertilizers.

658. **Rubber heels.**—Party at Turin, Italy, wishes to represent rubber heel manufacturers.

659. **Agency.**—Party at Turin, Italy, would represent manufacturers of woollen piece-goods, cottons, zephyrs, etc.

660. **Agency.**—Ex-officer in Rome wishes to represent manufacturers and exporters of foodstuffs, cocoa, salted, smoked and dried fish, preserved meat, piece-goods, boots and shoes, industrial machinery.

661. **Agency.**—Palermo, Italy, sumac steam mills firm wishes to represent for Sicily exporters of coal, soaps, leather and hides (dressed), ironmongery, etc.

662. A firm of importers in Stockholm, Sweden, would like to get quotations and samples from Canadian exporters of the following articles: Wheat, oatmeal, nickel, asbestos, mica, salmon (pickled in barrels and in tins), lobster (canned), clams, leather (tanned), hides (raw salted), fur (raw, all kinds, skunk, muskrat, beaver, mink, fox—red, white cross, black—ermine, bear, etc.), ham (smoked). This firm buys in large quantities and pays cash against B/L.

663. **Agricultural machinery.**—A firm at Nova-Nikolaevsk, Siberia, with several years' experience in the agricultural machinery and engineering trades of that country, is desirous of securing the representation of Canadian firms in a position to supply machinery and other lines suitable for the Siberian market.

664. **Aeroplane accessories.**—A representative of a large British firm in Yokohama is anxious to receive quotations and full particulars for all kinds of aeroplane accessories used in the construction of the ensilage. (See article on page 492 of this number of the *Weekly Bulletin*.)

665. **Aeroplane spruce.**—A firm in Japan which has been supplying the Japanese Admiralty for years with various naval requirements, will be pleased to hear from Canadian firms who have had experience in supplying spruce for aeroplane construction. Full particulars as regards price, quality, inspection, etc., are requested at once.

666. Representation.—A British firm in Vladivostok with twenty years' experience of the Russian market would like to act as general agents for Canadian firms desirous of introducing their products to the Siberian market. (Further particulars on application to Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.)

667. A firm manufacturing malt in Charleroi, Belgium, wishes to get samples of Canadian barley.

668. An important company in Trinidad wishes to arrange with a Canadian company for supplies of sewer pipes according to the following specifications: 70 M feet 5-inch British standard salt-glazed E.W. pipes; 10 M feet each 7 and 9 standard salt-glazed E.W. pipes; 500 Y junction 5-inch by 5-inch standard salt-glazed E.W. pipes; 350 ea. Y junction 7-inch by 5-inch and 9-inch by 5-inch. Quotations should be made f.o.b. St. John or Halifax, or c.i.f. Trinidad.

669. Cotton.—A party in Paris wishes to represent manufacturers of cotton and cotton goods of all kinds. Clientele all over France; has been in business many years.

670. An agent in Paris wishes to represent firms manufacturing any machinery and supplies entering into the structure of outfitting of cotton mills, machinery, bobbins, etc. In close touch with all French cotton manufacturers.

671. Furs.—Merchant in Paris wishes to represent dealer in raw furs or furs ready to be dressed—pelts, skins, rat, ermine, beaver, marmot, raccoon, etc. Wishes to get into immediate communication with such dealer or dealers, and will come to Canada to make arrangement, if necessary.

672. Food products.—An agent in Paris wishes to represent Canadian manufacturers of food products, tinned provisions, in Paris and France.

673. Paper.—A dealer in paper in Paris wishes to get supplies of book paper, wrapping paper and fine paper. He wishes to receive samples from Canadian manufacturers.

JAMAICA'S IMPORTED FOOD REQUIREMENTS FOR 1919.

An interesting table of the probable quantities of food that will have to be imported into Jamaica during 1919 has been prepared by the Collector General of the island, as a basis for transportation estimates. The estimated requirements are based on the imports during the five-year period 1913-1917, though the quantities fall 10 per cent below the average importations for these years. By commodity groups the amounts are:—

Grain products.—Wheat flour, 227,500 barrels; corn, 157,300 bushels; oats, 52,700 bushels; rice, 11,983,800 pounds; corn and other meal, 51,300 barrels; corn starch and farinaceous preparations, 298,848 pounds; crackers, 1,338,800 pounds.

Meat and fish products.—Fresh meats, 18,500 pounds; canned meats, 34,000 pounds; beef extracts, 5,430 pounds; hams and shoulders, 143,100 pounds; bacon, 50,855 pounds; pickled beef, 2,000 barrels; pork, wet salted, 4,100 barrels; lard and substitutes, 250,500 pounds; provisions, fancy, 158,000 pounds; fish—dried or salted, 6,975,000 pounds, canned, 437,500 pounds.

Other items of food that will be required are: Vegetable oils, 195,000 gallons; dried fruits and nuts, 160,200 pounds; jams, jellies, condiments, and spices, 170,800 pounds; potatoes, 8,300 barrels; fresh fruits and vegetables, 255,800 pounds; sugar, 588,000 pounds; salt, 11,988,000 pounds; tea and cocoa, 83,000 pounds. In addition it will be necessary to import 4,550,000 pounds of soap and 196,741 pounds of grease, candles, and fancy soaps.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskeya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)

Report re Mail Subsidies and Steamship Subventions. (Annual.)

Report of Board of Grain Commissioners for Canada. (Annual.)

Rules and Regulations made by Board of Grain Commissioners. (Annual.)

List of Licensed Elevators, etc. (Annual.)

Grain Inspection in Canada.

Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

Supplements to Weekly Bulletin:

Trade of China and Japan.

The German War and its relation to Canadian Trade.

Handbook for Export to South America.

Commercial Intelligence Service.

Toy Making in Canada.

The Timber Import Trade of Australia.

Patent Office Record. (Monthly.)

Rules and forms of the Canadian Patent Office.

Canada and the British West Indies. (1915.)

Canada the Country of the Twentieth Century (1915). \$1.00.

Handbook for Export to South America (1915).

Trade with China and Japan. (1914.)

Export Directory of Canada (1915).

Review of Commercial Intelligence Service. (1916.)

Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)

Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)

Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)

Food Inspection Bulletins.

Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

The Canada Year Book.

Monthly Bulletin of Agricultural Statistics.

Annual Report of the Trade of Canada.

Monthly Report of the Trade of Canada.

Monthly Report of Census, Statistics, etc.

Bulletins of the Fifth Census of Canada, 1911:

Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)

Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.

Vol. III, 1912, Manufacturers, 1911.

Vol. IV, Census of Canada.

Vol. V, Forest, Fishery, Fur, etc.

Vol. VI, Occupations.

Population and Agriculture (Prairie Provinces.) (1916.)

Postal Census of Manufacturers. (1916.)

Criminal Statistics, 1916.

Special Report on Foreign Born Population.

Report on Production of Creameries and Cheese Factories, 1915, 1916.

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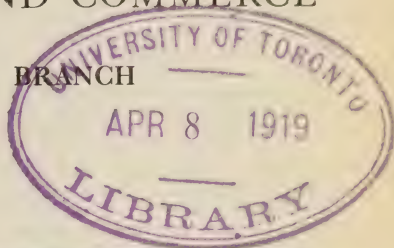
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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Transportation in China. (See p. 540.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.

(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, March 31, 1919.

No. 791

ONE ISSUE "WEEKLY BULLETIN" OMITTED.

Owing to the strike of pressmen at the Government Printing Bureau, Ottawa, no issue of the WEEKLY BULLETIN was published on Monday, March 24.

IMPORT AND EXPORT ENTRIES—PROPER DESCRIPTIONS REQUIRED ON ENTRIES.

Canadian exporters and importers are requested to note (vide Customs Memorandum No. 2291-B) that the statistical classification of imports and exports has been extensively revised and amended, the changes coming into effect on and from April 1, 1919.

Their attention is directed to customs requirements in regard to import and export entries and to the importance of furnishing accurate descriptions of commodities, with prescribed units of quantities.

(a) In export entries particular care must be taken to classify accurately as such, *domestic* and *foreign* merchandise. No shipments in transit through Canada must be shown as exports.

Exporters should note particularly that a separate export entry (Customs Form B-13) executed in duplicate is required to be made for each shipment less than a carload lot, also that export entries in duplicate are required to be executed for each car used or comprised in a consignment or shipment. Also that great care is required to be exercised by the shipper or his agent in giving the correct quantities and values on such export entries (Customs Form B-13 amended).

A general export entry is not acceptable, in which the shipments of several shippers to the same consignee are "bulked" together without specifying the particulars of each shipment and the name of the shipper in each instance.

(b) The country to be shown on import entries is the country from which the goods were shipped on their continuous journey of importation into Canada. On export entries it is the country of ultimate destination of the goods shipped from Canada.

(c) The exact quantity of the merchandise entered must be shown clearly on the entry in terms of the unit of quantity required by the classification, and in cases where weight is required, *net* weight must be given.

(d) No terms are to be allowed on entries which do not give a distinct description of the goods entered such as will enable the officers of this department to determine the particular item in the tariff and classification which applies thereto. The following are examples of descriptions which are insufficient and which frequently occur:—

"Machinery," "manufactures of iron," "electrical apparatus," "drugs, n.o.p.," "wool fabrics," "clothing," "knitted goods," "stockings," "hats," "unenumerated articles," "lumber."

The classification contains several items covered by each of the above descriptions, and therefore a distinct and definite description is required in these and all similar instances. Trade names should not be used on entries unless accompanied by a specific description of the goods.

BRITISH GOODS RELIEVED FROM EXPORT RESTRICTIONS.

Mr. G. T. Milne, British Trade Commissioner in Montreal, has received a cable despatch from the British Department of Overseas Trade, dated March 21, embodying the following list of goods for the export of which from the United Kingdom a license is no longer necessary:—

“Axles and tires, barrels and casks, binder twine, boilers, cast-iron pipes, cast-iron radiators, chestnut extract, cork, chrome ore, fuel economizers for boilers, gold-beaters’ skin, gluestock, dry white lead, hide clippings, iron or steel wire, paraffin, pigskins, quebracho extract, railway sleepers, railway springs, railway wheels, railway constructional material, resins, lead-coated sheets, silk manufactures, solid glucose, spirits except whisky, wax, wire rope, terneplates and tinplates.”

LICENSES FOR VOYAGES OF CANADIAN REGISTERED SAILING VESSELS DISPENSED WITH.

An Order in Council (P.C. 473) has been passed rescinding the Order in Council of 11th May, 1918, which provided that no sailing vessel registered in Canada should proceed on any voyage other than a voyage from one port in Canada to another port in Canada unless a license therefor has been granted to or in favour of the owners or charterers of such sailing ship.

BRITISH TIMBER CONTROL TO BE LIFTED.

Recent advices from Canadian Mission in London are to the effect that the timber control will soon be lifted and Canadian lumbermen are advised by the Mission to get in touch with the ordinary trade channels, as the volume of business will likely be limited only by the ocean tonnage available.

RESUMPTION OF TRADE WITH THE ADRIATIC COAST.

The British Board of Trade announce (March 3) that they have issued a general license authorizing, so far as the Trading with the Enemy legislation is concerned, the resumption of trade with Croatia and Slavonia, Bosnia and Herzegovina.

It is also notified that the restrictions imposed by the Trading with the Enemy (occupied territory) proclamation no longer apply to trading with Montenegro and Albania and that consequently commercial transactions with those countries may be resumed.

It will be necessary to obtain export licenses from the War Trade Department before shipping to the above-named countries goods of kinds prohibited to be exported from the United Kingdom, and to obtain import licenses from the Department of Import Restrictions before importing goods of kinds covered by the prohibition of import proclamations.

The general licenses does not remove certain existing restrictions in respect of the payment of pre-war debts and the return of property held or managed before the war for reasons in enemy territory. Moreover any permission which may be necessary in respect of any transaction under Defence of the Realm Regulation 41D must be obtained from the treasury.

The effect of this and previous notifications is to permit, so far as concerns the Trading with the Enemy legislation, the resumption of trade with the whole Adriatic Coast and with all the countries of the Balkan Peninsula.

REMOVAL OF PAPER IMPORT RESTRICTIONS IN THE UNITED KINGDOM.

The following Order issued by the British Controller of Paper affects Canada only in so far as it marks the extension of the removal of the embargo to countries outside the British Empire:—

PAPER RESTRICTION ORDER NO. 3, 1918, DATED DECEMBER 14, 1918.

The Controller of Paper announces that the above-mentioned order will be withdrawn on the 30th April next, and thereafter paper and paper-making materials may be imported without license. The regulations dated December 17 last, governing the issue of licenses and the distribution of paper under the above order, will also cease to have effect on the 30th April.

Meanwhile, the proportion of supplies claimable under clauses 2, 3, 4, and 6 of these regulations will be trebled as from March 1, and where necessary further licenses will be issued upon application.

Should the total tonnage applicable to the two months ending April 30 claimable by any person amount to less than one-sixth of three-fourths of his imports and/or purchases for the year 1914, the difference will be adjusted, if further supplies within the limit of such deficiency, are required before the 30th April.

A later notice will be issued, if and when the present system of payment to the Controller, for Swedish imports, is to be varied.

SCOTCH WOOLLEN INDUSTRY IN THE WAR-PEACE TRANSITION STAGE.

(United States Commerce Reports.)

In common with other sections of woollen production, the Scotch tweed industry has been subject to extremely heavy pressure during the war. At first the finer-clothed carding machines were engaged in producing the Saxony yarns for the silver-gray shirting; when this was displaced by the Rochdale "half wool, half cotton" blend, these machines continued on khaki shirting and officers' whipcord yarns, while most makers managed to keep a fair proportion of the finer machinery on civilian work.

THINNER CLOTH FOR CIVILIAN WEAR.

The scarcity of wool in general and the fact that the wools of medium quality were almost entirely commandeered for khaki led spinners to spin fine wools to the utmost limits of ductility in order to increase the cloth yardage, and so it has become customary for civilians to be clad in much thinner clothing than in pre-war times.

Twenty years ago winter suitings in Great Britain ranged from 25 to 27 ounces per broad yard and summer suitings from 18 to 21 ounces per yard. The scarcity of wool and the increase in the wool-wearing population have caused greater economy in the use of raw materials, so that now winter suitings range from 18 to 22 ounces per yard and summer suitings seldom exceed 16 ounces. In America, in spite of the severe climatic conditions, the custom of lighter-weight winter suitings has long been established. There is little doubt that in the past custom here imposed heavier clothing than was hygienically necessary.

CHANGING THE TYPES OF CLOTH.

Early in 1918 the British Government required 60 per cent of the loom output for the army. The product was chiefly "tartan drab" for the regulation trousering and whipcord. Some mills made the serge mixture for tunic cloth, which is composed of worsted warp yarn spun in Bradford, while the weft was Scotch spun. Other makers tried overcoating, but they never achieved the success secured by the Dewsbury manufacturers on that cloth. Those who essayed to make it were glad when the Government turned their demand elsewhere. Ultimately the cloth controller raised his demand to 90 per cent of output, and until the signing of the armistice this condition held good. Many firms are far behind with their contracts, and although all khaki cloth should have been delivered by the end of January, it is expected that deliveries will drag on

far into the spring. The Government has issued instructions to put black and dark mixture wefts across khaki warps, so as to utilize the cloths for suits to soldiers on discharge. In the past discharged soldiers have received very inferior suits, composed, for the most part, of cotton warp and rag weft. This is to be remedied.

PROBLEMS OF THE FUTURE PRICES.

The immediate future of the industry is somewhat uncertain, owing to the shortage in supply of wool. Moreover, as even-packed wool is of relatively low density, some time will elapse before shipping will be available for its transport from the southern hemisphere. The first call is for delivery of denser cargoes and foodstuffs.

Customers in neutral and allied countries and the colonies have been placing orders for goods *ad libitum*. Many "neutral" merchants, although debarred from export at present, have paid for goods so as to insure prior claims over cloth when export licenses become available. Prices are now fully three times those obtaining in pre-war days—e.g., a 15 ounces per yard cheviot costume cloth will command as high a price as 15s. (\$3.65) per yard, which would have been thought dear at 5s. (\$1.21) in 1914. Owing to the lack of reliable dyes suitable fancy coloured threads have been conspicuously absent. The dye problem is still a difficult one. The British makers have been undoubtedly hampered by lack of materials, due chiefly to requisitions for war purposes; it remains to be seen whether peace conditions will enable them gradually to perfect and expand the production of essential dyes.

RESUMPTION OF WOOD-PULP IMPORTATIONS INTO MEXICO.

The Canadian Trade Commission announces a new ruling under which it will be possible to resume exportation of wood-pulp to Mexico. Owing to conditions arising out of the war, both Canada and the United States were obliged to exercise extreme caution as to permitting the exportation of any paper-making material. The relaxation is being made simultaneously in both countries.

THE AGRICULTURAL IMPLEMENT INDUSTRY IN CANADA IN 1917.

The Dominion Bureau of Statistics has completed a preliminary census of the agricultural implement industry in Canada for the calendar year 1917. The census covered altogether ninety establishments. These were located in the provinces as follows: Alberta 1, Manitoba 7, Nova Scotia 1, Ontario 56, Prince Edward Island 1, Quebec 21, and Saskatchewan 3.

CAPITAL INVESTED.

The total capital invested amounted to \$70,493,801, divided as follows: Land, buildings and fixtures, \$13,381,463; machinery and tools, \$6,140,082; materials on hand, stocks in process, finished products, fuel, etc., \$23,127,626; cash, trading and operating accounts and bills receivable, \$27,844,630. The total capital invested represents an increase over 1915 of \$10,964,710, or of 18.4 per cent.

EMPLOYEES, SALARIES AND WAGES.

The total salaries paid in 1917 amounted to \$1,329,736, an increase over 1915 of \$273,938, or of 25.9 per cent. The total wage payments rose in 1917 to \$8,027,036 from \$3,125,066 in 1915, or by 156.8 per cent. The average amount paid to wage earners in 1917 was \$838. The total number on salaries in 1917 was 10,131, having risen from 6,737 in 1915. The average number of wage earners employed monthly in

1917 was 9,563, the least number was 9,003 in September, the greatest number was 10,027 in December. The total number of different individual wage earners on the payroll in 1917 was 24,895. From a total summary of 10,051 wage rates, it was found that 1,118 were paid from \$12 to \$15 a week, 4,271 from \$15 to \$20 a week, 2,033 from \$20 to \$25 a week, and 1,163 at a rate over \$25. The balance were paid at a rate below \$12 a week.

MATERIALS AND PRODUCTS.

The total cost of materials used in 1917 amounted to \$15,599,691, being an increase over 1915 of \$9,616,451 or of 160.7 per cent, and the total value of products rose from \$13,372,506 to \$32,364,340 or by 142.0 per cent. The net value of products, or the value added by manufacture, was \$16,764,649 in 1917; in 1915 it amounted to \$7,389,270. The net value is found by subtracting the total cost of materials used from the total value of products.

FOOD PRODUCTS WANTED IN FRANCE.

Mr. Philippe Roy, Canadian Commissioner General for Canada, writes from Paris, France: "I continue to receive numerous inquiries as to Canadian houses dealing in 'alimentary products.' This includes anything in the eating line conserved or tinned or dried, all products except fresh. One caller says he wants to represent a group of manufacturers of different kinds of such products including apples, strawberries, vegetables, canned or dried, meats, potted, etc. He says that he would like to have such manufacturers group their goods together and ship them from one port to France."

APPLE MARKET CONDITIONS IN THE UNITED KINGDOM.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

LIVERPOOL, March 12, 1919.

Apple arrivals during the short four-week month of February have been exceptionally heavy, exceeding those of the five-week month of January by about a fifth, though there was a substantial decrease in the number of apples from Canada. This fact, the very large proportion of low grades, the considerable number of inferior varieties such as the Ben Davis, and particularly, the coincidence of heavy supplies with the unsatisfactory condition of many lots to be expected at this season of the year, led to an increasing tendency on the part of buyers to restiveness under the indiscriminate non-selection maximum price system of distribution, and culminated towards the end of the month in a return to the auction system of selling, though the first Canadian apples to be affected by this return to normal selling conditions, apart from some unsound parcels, were not sold till March 3. Shippers have undoubtedly pushed too far the shipping of low-grade apples, and discrimination as to grade and variety has been hastened by the large proportion of these compared with No. 1's, and the consequent impossibility of arranging allotments with a proportion of the best grades. Nevertheless, the main factor in determining the drop in prices has been seasonal unsatisfactory condition, a large proportion of arrivals having been more or less affected in this way. While those obviously wasty were disposed of at the auction for what they would fetch, many allotted as sound without selection or inspection, weighed out at a loss and created a general feeling of lack of confidence among the buyers, which had finally to be met, in Liverpool, by regular auction sales, and in London by proportionate allowances. While, however, this has resulted in a considerable drop in the prices offered for lower grade and inferior variety apples, sound apples of the best varieties and grades have continued to make the maximum, and western box apples in sound condition have generally maintained the fixed price of 20s. 10d.

APPLE ORDER AMENDMENT.

As foreshadowed in the January report, an Apple Order Amendment has been issued, in accordance with the recommendation of the trade, doing away with the system of selling by weight, and fixing barrel apple prices at the figures originally set for barrels, 58s. 4d. for Nova Scotia apples, and 67s. 8d. for Ontario barrels. An increase to 20s. 10d. on a 40-pound net basis was authorized for box apples. Prices for Australian and Tasmanian box apples have been fixed at 20s. 10d. for net weights not less than 40 pounds, and 19s. 3d. for net weights not less than 37 pounds.

COMMENT ON PARTICULAR SHIPMENTS.

About 600 barrels of the Ontario apples ex ss. *Metagama*, Liverpool, were wasty, many of them being wet and running. Some of the best were sold by auction at the maximum, others ranging from 44s. to 64s., while about 150 were sold as low as 5s. to 20s.

The Ontario apples ex ss. *Empress of Britain*, Liverpool, though generally satisfactory and selling at the maximum, comprised a number in poor condition. Some of these sold at auction at prices ranging from 49s. to 64s. One lot of about eighty in a private dealer's hands were in poor condition, many requiring sorting for subsequent sale at a low price. This particular shipment was also poorly graded. Two cars of British Columbia apples, stated to have been shipped frosted, ex the same steamer, also arrived in poor condition. The best brought maximum prices, including about 100 Jonathans containing from eight to nineteen apples out of condition. About 32 boxes were practically worthless, 45 very wasty, selling at 5s. The Wageners were all wasty, some 360 selling from 7s. 6d. to 12s. 3d., and about 400 from 17s. to 17s. 9d.

Many of the Ontario apples ex ss. *Canada*, Liverpool, were in unsound condition. Some 200 wet and wasty, ranged in price from 11s. to 57s., a number being sold to be sorted on the quay.

The Ontario apples ex ss. *Saturnia*, Glasgow, contained many badly frosted lots. Ontario Ben Davis and Baldwins in boxes ex the same steamer were generally satisfactory, but the Greenings were scalded and the Spies very wasty. This was the only shipment to Glasgow during the month.

About 240 Ontario apples ex ss. *Megantic*, Liverpool, were sold at auction on February 21 as slack, and wet and slack, at prices ranging from 48s. to 50s. About sixty barrels were very wasty selling at very low prices.

The 14,964 Nova Scotia apples ex ss. *Rijsbergen*, Liverpool, while a good cargo in general, contained some wasty parcels. Over 500 barrels in poor condition, ranging from slack to wet and wasty, sold at prices from 18s. 6d. to 40s. One lot of about 68 marked No. 3A contained a considerable admixture of culls, which brought as follows: Baldwins, 50s.; Ben Davis, 47s.; Golden Russets and Nonpareils, slack, 40s.

The principal London arrivals during the month have been the shipments of Nova Scotia apples ex ss. *Glendevon*, about 20,000 barrels, ex ss. *Titan*, about 10,000 barrels, and ex ss. *Mottisfont*, over 7,000 barrels. Owing to present abnormal conditions of distribution, it has been difficult to obtain full particulars as to condition of these. Importers, however, appear to have been generally satisfied with the shipments ex ss. *Titan*, though some criticism was made as to the condition of some parcels ex ss. *Glendevon*, especially with regard to the Fallawaters. While sound lots have maintained the maximum price, shippers must be prepared for reductions on unsound lots on the February boats, and some discrimination as to grade will also show itself, as in Liverpool, on sales made during March. Thus one large importer has sold sound No. 1 and 2 Nova Scotia apples ex ss. *Montcalm* at the maximum and No. 3's at 47s. 6d.

Some 3,000 boxes of British Columbia apples were received by a London dealer, who has made an attractive display with them at the offices of the Canadian Pacific Ocean Services and of the British Columbia Agent-General. Some fifty Jonathans

were very wasty, but the balance comprising Rome Beauties, Spitzenberg and Yellow Newtowns were in excellent condition, and of good pack and grade. The receiver is disposing of them mainly to the public at 30s. a box, the maximum retail price on a basis of 40 pounds net.

London importers have expressed considerable dissatisfaction with the large proportion of No. 3 apples shipped, which they fear may adversely affect future business, though they recognize the strength of the inducement offered by the strong demand and the terms of the apple order.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official statistics of apple imports into the United Kingdom during the corresponding weeks of the years 1916, 1917, 1918, and 1919:—

			1916.	1917.	1918.	1919.
			Cwt.	Cwt.	Cwt.	Cwt.
Week ending February	8—Total imported	.. ..	26,841	53,250	16,693	99,772
"	8—From Canada	.. ..	12,912	24,969	.....	23,732
"	15—Total imported	.. ..	23,959	67,590	15,771	74,449
"	15—From Canada	.. ..	4,039	26,790	.....	11,967
"	22—Total imported	.. ..	71,250	20,751	16,103	234,119
"	22—From Canada	.. ..	38,510	6,613	.....	61,749
"	March 1—Total imported	.. ..	48,923	79,021	15,916	158,603
"	1—From Canada	.. ..	12,231	40,810	307	19,139
During February—	Total imported	.. ..	174,973	220,612	64,484	566,943
"	—From Canada	.. ..	7,692	99,182	307	116,587

According to these statistics, total receipts of apples during February, 1919, greatly exceeded the restricted imports for the same month in the three previous years, and were also considerably greater than in January. Canadian apple imports, however, show a decrease below those of January, their percentage of the total imported being 20.5 per cent as against 43 per cent in January, 1919, 44.9 per cent in February, 1917, and 38.7 per cent in February, 1916.

IMPORTS OF ORANGES.

It may be of interest to note that imports of oranges, the principal competitive fruit, during the same period were 700,910 cwts. as against 189,333 cwts. in 1918, 408,656 cwts. in 1917, and 898,378 cwts. in 1916.

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Fruit Commissioner, Liverpool, in cables of March 18 and 20:—

"Two thousand one hundred and sixty-seven barrels Ontario apples ex ss. *Canada* and ss. *Empress of Britain* sold on Liverpool auction, March 17. Ben Davis, fair condition, No. 1's 45s. to 50s. 9d.; No. 2's 40s. to 48s. 9d.; Spies, wasty, No. 1's 26s. to 31s.; many slack and wet lots 10s. to 28s.; best American Baldwins and Greenings sold at maximum price; best Ben Davis at 66s."

"Nova Scotian apples ex ss. *Kanawha* sold at London: Nonpareils and Russets, sound, maximum price; Ben Davis, 45s. to 55s.; Baldwins and Spies, unsound, sold at proportionately lower prices according to amount of waste. About 1,700 barrels Nova Scotian apples ex ss. *Graciana*, sold on Liverpool auction, March 19: Nonpareil and Golden Russets, No. 1's and 2's, maximum price, No. 3's, 50s. to 53s.; Ben Davis, tight, No. 1's and 2's, 5-52s., No. 3's, 37s. 6d.; other varieties, mainly slack, No. 1's, 42s. to 43s., No. 2's, 30s. to 38s., No. 3's, 30s. to 34s. Domestic, 33s. to 37s. About 1,300 barrels Ontario apples ex ss. *Empress of Britain* and ss. *Melita* and ss. *Canada*, sold at Liverpool a few Spies, No. 1's at maximum price; Russets, domestic, 55s., Ben Davis, No. 1's, 49s., domestic, 44s., some barrels, mainly in poor condition, 30s. to 41s."

MERCANTILE SHIPBUILDING IN 1918.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

Remarkable United States Output.

LONDON, ENGLAND, February 26, 1919.

The outstanding feature of the annual summary of the mercantile shipbuilding of the world (excluding Germany and Austria-Hungary), issued by Lloyd's Register of Shipping, is the remarkable development of the shipbuilding industry in the United States, and while the actual results for the year 1918 may fall somewhat short of the extravagant anticipations which have appeared from time to time, the output—3,033,030 tons gross—not only represents nearly 56 per cent of the world's total shipbuilding, excluding Germany and Austria-Hungary, which amounts to 5,447,444 tons, but with the exception of the year 1913 exceeds the aggregate merchant shipbuilding of the whole of the world in any year.

This American output of 1918 is indeed higher than the whole output of the United States during the ten years 1907 to 1916, is more than three times the amount launched during 1917, and exceeds by over 25 per cent the combined output for the rest of the world during 1918.

Incidentally it is remarked that 31 per cent of the total is composed of wood vessels, the revival of which branch of the industry is likely to be only a war measure.

Disappointing United Kingdom Figures.

Even granting the very great difficulties which were encountered, the 1918 mercantile shipbuilding of the United Kingdom must be regarded as somewhat disappointing, taking into consideration the extreme efforts which were made to stimulate output. Excluding vessels built to the order of the Admiralty for other than mercantile purposes, 301 vessels of 1,348,120 tons were launched in the United Kingdom during 1918. These figures are 584,033 tons below the record figures of 1913, and represent an output 26 per cent lower than the average of the three pre-war years 1911 to 1913; they are, however, higher than the totals for the previous three years, being 185,224 tons more than for 1917, and 739,885 tons more than for 1916.

The whole of the output will be for registration in the United Kingdom, with the exception of four steamers of 12,325 tons built for French owners.

The average tonnage of steamers of more than 500 tons launched in the United Kingdom was 4,593 tons, and the returns show that 127 vessels of between 5,000 and 6,000 tons each, and 45 vessels of 6,000 and upwards were launched, including five of over 10,000 tons.

So-called "standard" vessels launched during the year amounted to 198, totalling 886,000 tons gross; while with the 19 steamers on the Isherwood system of longitudinal framing, 15 were for bulk oil carriage, and there were also 29 other oil carriers.

As regards districts, the Clyde occupied the first place with an output of 348,760 tons, followed by the Tyne (266,594 tons); the Wear (260,533 tons); the Tees (209,711 tons); and Belfast (148,259 tons).

The World's Shipbuilding.

Of the year's total of 5,447,444 tons, no less than 4,099,324 tons, representing 1,565 merchant vessels, were launched outside of the United Kingdom. These figures show an increase of 131 per cent as compared with 1917, and are 2,698,595 tons higher than those for 1913, the pre-war record year.

A noticeable feature is the amount of wood tonnage. No less than 1,145,582 tons of wood vessels have been launched, which is nearly 28 per cent of the total tonnage launched abroad during 1918.

The war, as might be anticipated, has greatly transformed the previous position in the shipbuilding industry, because while during the five years 1894 to 1898 the tonnage launched in the United Kingdom amounted to 74.7 of the total output of the world, the proportion for the three subsequent quinquennial periods was 60, 59.8, and 61.1 per cent respectively, thus showing that for the fifteen years 1899 to 1913 the United Kingdom's share of the world's output was quite 60 per cent.

During the war years a very serious decrease has taken place, only 38.6 per cent of the world's mercantile output during the period 1914-18 having been launched in the United Kingdom.

Shipbuilding in Certain Countries.

Lloyd's report includes the customary statistical tables, dealing with various features of the industry, and also a series of notes on the year's results in the following countries:—

JAPAN.

The output of this country—489,924 tons—is the highest on record. It is 140,000 tons more than in 1917, and practically ten times the amount launched in this country during 1915. The totals include 36 steel steamers of over 5,000 tons each.

CANADA.

The total tonnage launched during 1918 reaches 258,191 tons, 49,390 tons of which were launched in the Great Lakes. The figures include 42 wooden steamers, practically all of about 2,325 tons each.

ITALY.

The total for Italy is 60,791 tons, about 22,000 tons more than the previous year, and is the highest total reached since 1905; it includes the largest vessel launched abroad during 1918, viz., the turbine steamer *Esperia*, of 11,393 tons gross.

HOLLAND, SWEDEN AND FRANCE.

The tonnage of seagoing vessels launched in Holland amounts to 74,026 tons, which is only half the output of 1917. The figures for Sweden are the highest up to date; they show an increase of 50 per cent on the 1917 totals. In France the diminution of output which has been going on since 1913 continued during 1918, when less than 14,000 tons were launched.

Trade Conditions in the United Kingdom.

Events continue to progress slowly here, to judge by visible signs. Although the demobilization of the troops is proceeding rapidly, most industries complain that they are still short of labour and raw materials, and trade still suffers from the existence of Government restrictions and control which, despite many protests to the contrary, are still necessary in many cases and indeed are likely to continue in some directions until peace is actually signed. In addition to this both industry and trade are seriously hampered by labour unrest.

In a previous report it was mentioned that a deterrent to the placing of orders is the vast stores of all kinds accumulated by the Government previous to the Armistice and still stored all over the United Kingdom, because it was understood that the Government intended to dispose of these and in many cases at regulated prices in order to avoid public loss. Recently a special representative Commission has been appointed to deal with the whole matter, and with the disappearance of these reserves the situation should be gradually eased.

BRITISH GOVERNMENT ENCOURAGING BRICKMAKING.

TRADE COMMISSIONER HARRISON WATSON.

London, February 21, 1919.—It would appear from an announcement made by the President of the Local Government Board that special measures have been taken in order to stimulate the production of building materials.

As regards bricks it is stated that stock now on hand amounts to about 200,000,000. About 1,400 brickyards, most of them small, were closed during the war. In order to increase the production of bricks, the following steps have been taken: (1) to ensure a proper supply of labour for brickyards the release of 2,400 pivotal men have been arranged, and the whole of this number should be available shortly; (2) technical assistance is being given to enable those which have been closed to reopen at the earliest possible moment; (3) technical assistance is also being given to create improved methods of manufacture, by which it is hoped production will be materially increased. Orders have already been placed for about 350,000,000 bricks; and the Government is arranging with firms, where necessary, to make advanced payments for the output of the reopened works.

THE MARKET FOR FERRO-CHROME IN THE UNITED KINGDOM.

From a communication by Mr. Harrison Watson, Chief Canadian Trade Commissioner in the United Kingdom, of date February 21, 1919, it appears that not only is there very little chance of finding a profitable outlet for Canadian ferro-chrome in the United Kingdom at the moment, but it is impossible under existing conditions to obtain any useful idea of what the future position is likely to be.

In the first place, while supplies previous to the war were mainly imported from Norway and France, the production of ferro-chrome has now been established upon a large scale in the United Kingdom, by at least two important enterprises, and it is said that potential annual output could be up to 10,000 tons. For this reason there are now considerable stocks of ferro-chrome (60 to 70 per cent Cr. and 4 to 8 per cent carbon) in the United Kingdom, which have been imported from Scandinavia.

Secondly, the greatly increased use of ferro-chrome has been mainly in connection with armour plate and other war material, and while the utilization of all steel alloys is increasing as a result of research work and experience gained, and it is understood that ferro-chrome is employed in the manufacture of stainless steel which is an important new feature of the cutlery trade, there is a likelihood of a heavy reduction in the quantity of ferro-chrome needed, at least for the time being.

The imports and values for 1917 and 1918 are as follows:—

	1917.		1918.	
	Quantity. Tons.	Value. £	Quantity. Tons.	Value. £
Norway	1,961	137,158	3,640	400,277
France	814	80,785	447	62,250
Japan . . . . .	.....	.....	9	950
Total	2,775	217,943	4,096	463,477

Ferro-chrome and other alloys are of course used not in London but in the steel works of the Midlands and North, and for that reason are probably chiefly dealt in by metal brokers more adjacent to these districts than London.

These conditions, together with a falling market price, may preclude the importation of Canadian-made ferro-chrome unless it can be purchased more cheaply than it can be made in Great Britain.

It is therefore suggested that the market may be more interested in chromite concentrates for the manufacture of ferro-chrome in the English works as well as for other purposes; and the possibility of business in this direction depends upon the competition in chrome ore from India, Rhodesia, and New Caledonia in particular, where considerable tonnages are available, and the c.i.f. price depends entirely upon the cost of ocean freights, which are likely to be still further reduced in the future.

To suggest any current price would be unsatisfactory, for the reason that there may be alterations on the downward grade at any moment, but with this reservation the approximate price for 4 to 8 per cent carbon, ferro-chrome would be about £65 per ton, basis 60 per cent Cr., scale 15s. per unit, packed and delivered c.i.f. in the United Kingdom.

The price for chrome ore on the basis of 50 per cent Cr. 203 (sesquioxide of chromium) would be about £9 per ton in bulk, delivered c.i.f. United Kingdom port, with a scale of 2s. 6d. per unit or part of a unit of Cr. 203 over or under 50 per cent.

Another important question arises as regards the chrome ore, and that is its suitability for use in the electric furnace, and whether the magnesium contents are relatively high or low. As far as possible ores selected for this purpose must be low in magnesium on account of the high temperature required to retain same in solution. Of course, this objectionable element should be materially reduced by the concentration of the ore.

FINLAND'S COMMERCIAL COMMISSION IN LONDON.

According to the *British Board of Trade Journal*, an official commercial commission arrived in Great Britain recently from Finland, and was introduced to Sir Arthur Steel-Maitland at the Department of Overseas Trade by Doctor Holsti, the representative of the Finnish Government in this country.

The object of the commission is to facilitate the resumption and development of trade between the United Kingdom and Finland, and the members will be pleased to give information to firms in the United Kingdom interested in Finnish trade.

A member of the commission will remain in London, to whom inquiries may be addressed, at 59 St. Mary Axe, E.C. 3, where the commission have taken offices.

C.I.F. QUOTATIONS RECOMMENDED FOR EXPORTS.

In support of an article recommending c.i.f. quotations for exports which appeared in the *Glasgow Chamber of Commerce Journal* for January, a well-known Glasgow merchant writes in the February number:—

"At least forty years my own firm have hardly ever quoted or sold on any other basis than c.i.f. destination abroad, even to inland points of delivery in some countries, and these c.i.f. prices cover exchange and interest till final payment is made. Our cable codes provide for this. Freight is always quoted by steamship agents at a rate by "weight or measurement in ship's option," and in the case of measurement it is the merchant's business to get from makers the outside measurement of packages and to make their calculations accordingly. Sometimes these are fairly complicated, but we are always able to, and do, quote c.i.f. prices, and for any variety of merchandise. Our prices, therefore, cover all costs to points of delivery oversea and we furthermore provide our clients abroad with necessary data to guide them in reckoning their customs duties, if any. In fact everything is made as easy as possible to enable buyers oversea to know exactly what their goods will cost them delivered. The German was certainly no way ahead of us in this respect. There is no mystery about it because this is the merchant's business, and one of the ways in which they have been so useful to the manufacturers; yet there are many who would eliminate the merchants, and who say that they render no service for even the modest commission they charge.

During a great part of the war period, when freights and war insurance rates were bounding up, and no firm rates could be given, we continued to quote c.i.f., but stated that our figure was based on certain rates of freight and war insurance, any change between time of placing order and date of shipment to be for buyer's account. As the demand for goods was then away ahead of the supply, buyers gladly purchased on these terms.

IMPORTANCE OF A WELL-LAID PLAN OF CAMPAIGN IN CULTIVATING TRADE IN FRANCE.

The following pointers, although addressed primarily through the *Bulletin of the Federation of British Industries* to British producers, contain counsel and warning of interest to Canadian manufacturers and exporters:—

It is useless to send out vague circulars in English or in bad French to addresses taken haphazard from a directory, giving no reference for correspondence but that of the advertising firm's headquarters in London. If you have an idea that your goods will sell in France or that you can make something that the Frenchman will buy, send a competent man to the country and let him make inquiries as to conditions, etc. Then, if he reports favourably, name an agent either French or English, and start a plan of campaign. However good your article may be, money must be spent for the first few years without expecting any adequate return. In my time, I have seen many enterprises in France succeed after a few years of spade work and likewise many fail for want of a little courage.

American manufacturers are past masters at forcing a good article on the public by clever pushing and advertising, but, for a company possessing large resources and powers of progression, the best method to adopt is to open a branch office in France, and, if considered advisable, start manufacturing in that country.

Considerable foresight and caution is, however, necessary in starting on an enterprise of this nature. There are many pitfalls awaiting the foreigner in France, especially if he imagines that the laws, customs and business methods are the same as in England. This is not the case; I might almost say, they are diametrically opposed. Therefore avail yourself of expert advice, inform yourself regarding French company law, and, decide as to whether you will open a branch of the British firm or if you will form a French Company.

Engage as manager or as assistant manager a man (preferably an Englishman) who has had a business career in France and who understands your point of view and methods of business as well as those of the Frenchman. But, if you wish to do business in France, you must do it in her way and not your own. An additional advantage of employing local assistance is that apart from the point of view of language, an intimate knowledge is essential of such matters of taxation, legal procedure, engagement of staff, leases of premises and the hundred and one questions which arise in any business.

COMMERCIAL TRIPS TO BELGIUM URGED.

The following advise, quoted in the *United States Commerce Reports* from a cable from Mr. Brand F. Whitlock, American Minister at Brussels, should not be lost sight of by Canadian manufacturers and exporters:—

"I think it would be well to allow as many reputable business men as possible, who desire to do so, to come to Belgium, owing to the fact that there are so many business men in Belgium who desire to enter into commercial relations with firms and persons in America. The opportunity for increasing American trade relations is a great one and one that is being lost at the present time."

MINERAL DISCOVERIES IN THE DUTCH EAST INDIES.

(*British Export Gazette.*)

Vast iron ore deposits have lately been discovered in Celebes, Dutch East Indies, and these are estimated at 300,000,000 tons. In addition to this, nickel has been located over an area of 300 to 400 square miles, and at an easily accessible depth; while deposits of common iron ore, chrome iron, and manganese have likewise been proved over extensive areas. It is to be noted that abundant water-power is available in the island, thus affording plenty of scope for electric furnaces. The opening for mining machinery is, therefore, self-evident, and in the near future contracts of considerable magnitude will be placed.

TONGS AND WRENCHES IN DEMAND IN SOUTH AFRICA.

TRADE COMMISSIONER J. W. EGAN.

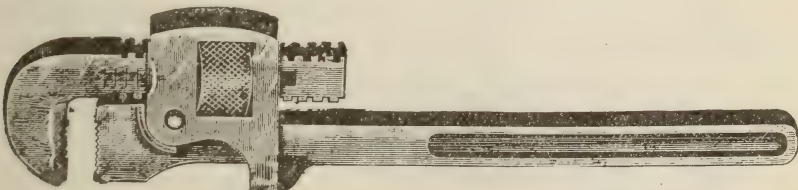
Cape Town, January 24, 1919.—Following up the report of January 20, illustrating pincers and bolt cutters handled by the wholesale jobbing trade in South Africa, there is shown in this report illustrations of kindred tools, gas pipe tongs and wrenches, as imported pre-war from German shippers. The prices quoted are all pre-war and subject to a discount of 50, 5, and 2½ per cent f.o.b. Hamburg, cases charged at cost.

As suggested in previous reports, the pre-war prices are quoted so that some idea may be formed of what was done in normal times, and Canadian manufacturers of similar lines to these, who are considering export, should not hesitate on account of the prices shown to submit full particulars of their output and export prices.

GAS PIPE TONGS.

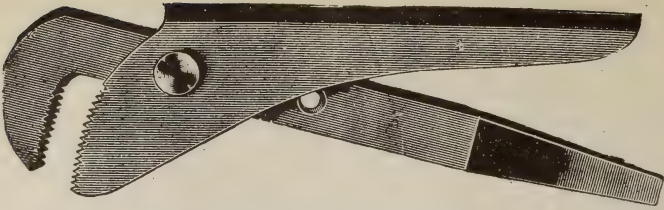
No. 1.

The tongs shown in illustration No. 1 is a good seller; it is made with knurled handles and is a bright-finish all-steel tool, interchangeable to various sizes. The sizes taking from ¼-inch to ¾-inch sold at 80 cents, ¾-inch to 1-inch at \$1.08, 1-inch to 1¼-inch at \$1.35, 1¼-inch to 1½-inch at \$1.60, 1½-inch to 2-inch at \$2.15, and 2-inch to 3-inch at \$3.30 each.



No. 2.

The tongs illustrated as No. 2 is another pattern that meets with a good sale and is stocked in seven sizes. This tool is an all-steel bright-finish and has a measure for adjustment. The 6-inch size taking to ½-inch and 8-inch taking to ¾-inch was sold at \$1.05 each, the 10-inch taking to 1-inch at \$1.15, the 14-inch taking to 1½-inch at \$1.65, the 18-inch taking to 2-inch at \$2.10, the 24-inch taking to 2½-inch at \$3.10, and the 36-inch taking to 3½-inch at \$6.05 each.

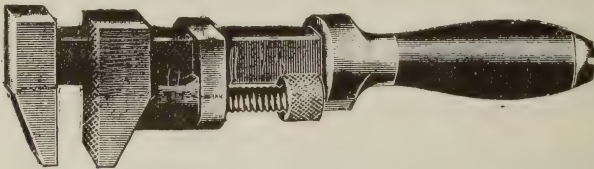


No. 3.

The tool shown as No. 3 was bought in both black and nickel-plated finish; it was known as the quick-grip tongs; the black finish was the best seller. This finish was stocked in six sizes and the nickel-plated in five sizes. The prices quoted were:—

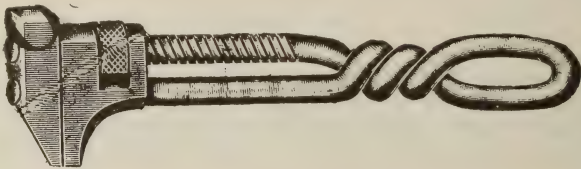
Sizes—	6"	7"	9"	12"	14"	16"
Taking to.	1"	1½"	1¾"	2"	2½"	3"
Black. per doz.	\$2 25	\$3 20	\$4 15	\$ 7 05	\$10 25	\$13 90
Nickel-plated."	3 65	5 10	7 75	11 20	15 35	—

WRENCHES.



No. 4.

The wrench shown in illustration No. 4 is an American pattern which the Germans made in three weights and exported to this country in four lengths, 6-inch, 8-inch, 10-inch and 12-inch. The prices per dozen for the medium weight was \$3.35, \$3.80, \$4.65 and \$5.25; the lighter weight worked out at about 7½ per cent cheaper and the heavier weight at about 15 per cent higher.



No. 5.

The wrench shown in illustration No. 5 is termed in the trade here the "Acme" pattern, and is a big selling line. The finish is black, and it is stocked in four sizes, 8-inch, 9-inch, 10-inch and 12-inch. The medium quality known as "best guaranteed" sold in the above sizes at \$3.30, \$3.55, \$3.80 and \$4.65 a dozen.

FORGED STEEL WRENCH.



No. 6.

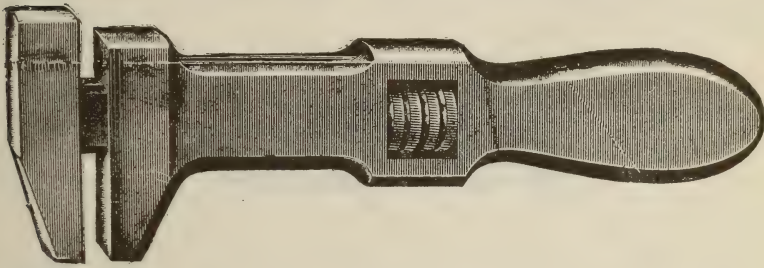
The style of wrench shown as illustration No. 6 was made by the Germans in three styles, the cheap finish with unfinished jaws, the gauged and hardened jaws—which

was imported in larger quantities than either of the other lines—and the gauged and hardened jaws, with bright heads. This range was stocked by some dealers in fourteen sizes; the prices for a guide are submitted in four sizes only:—

Size of nuts.	$\frac{1}{2}$ " x $\frac{3}{8}$ "	$\frac{3}{8}$ " x $\frac{1}{2}$ "	$\frac{1}{2}$ " x $\frac{3}{4}$ "	$1\frac{1}{4}$ " x $1\frac{1}{4}$ "
" span.	$\frac{1}{2}$ f x $1\frac{1}{16}$ b	$1\frac{1}{16}$ f x $1\frac{15}{16}$ b	$1\frac{1}{8}$ b x $1\frac{15}{16}$	$1\frac{7}{8}$ x $2\frac{1}{16}$ b
Unfinished jaws. doz.	\$0 90	\$1 50	\$3 30	\$ 8 05
Gauged and hardened jaws .. "	1 90	2 75	5 10	11 20
Gauged with bright heads. .. "	2 65	3 60	6 35	13 75

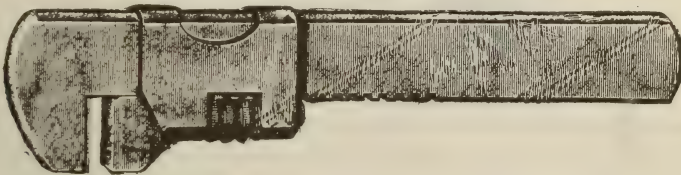
f signifies full, *b* signifies bare.

MOTOR WRENCHES.



No. 7.

The wrench shown as No. 7 pattern is styled a motor wrench, but is used very generally as a household tool. This wrench is finished in a grey steel colour and was stocked in two sizes, $6\frac{3}{4}$ -inch and $8\frac{1}{2}$ -inch, which were quoted at \$7.30 and \$13.15 a dozen. The larger size was imported in small quantities.



No. 8.

Pattern No. 8 is another good-selling wrench. This was stocked in one size only, 7-inch, but in three finishes, blued, which was priced \$3.80, grey steel at \$4.45, and nickel-plated at \$4.40, all per dozen.



No. 9.

The wrench shown as pattern No. 9 is a motor wrench, as it is a wrench with tire lifter. This tool is finished in grey steel colour and stocked in three sizes, $7\frac{1}{2}$ -inch, $9\frac{1}{2}$ -inch and $11\frac{1}{2}$ -inch, which were priced at \$5.50, \$6.95 and \$9.90 a dozen.

CYCLE WRENCHES.



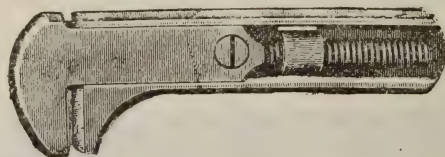
No. 10.

The cycle wrench with tire lifter is stocked in the 6-inch size only. A few nickel-plated finish at \$2.75 a dozen were stocked. The big seller was in grey steel finish, which sold at \$3.20 a dozen.



No. 11.

The wrench shown in illustration No. 11 is a cheap tool, but it is stocked by all dealers. This tool is a blued metal finish in 5-inch size only, and was quoted at \$1.55 a dozen.



No. 12.

In the better finish and good quality small-size wrench, the wrench shown as No. 12 is the best seller, and it is stocked in fairly good quantities. The colour is steel grey and the size $4\frac{1}{2}$ -inch, which was quoted at \$3.55 a dozen.

DEMAND FOR HORSES IN SCANDINAVIAN COUNTRIES.

CANADIAN COMMERCIAL AGENT C. E. SONTUM.

Christiania, Norway, February 25, 1919.—I have made investigations about the demand for horses in the Scandinavian countries and beg to report as follows in regard to the result:—

Norway.—Both import and export of horses are prohibited at present, but certain exceptions are made for the import of working horses. There is, however, no special shortage of such. The price in Norway for a good working horse from five to seven years old varies from \$700 to \$800, for good-sized horses.

Sweden.—There is no prohibition against import, but export of horses from Sweden is not permitted. There is no demand for horses in Sweden.

Denmark.—Import of horses is permitted and export is allowed. In Denmark there is a shortage of horses, especially for farming purposes, and also of working horses for city use.

COMMERCIAL NOTES FROM ITALY.

TRADE COMMISSIONER W. McL. CLARKE.

Central Position of Canadian Trade Commissioner's Office.

Milan, February 13, 1919.—The extension of the Commercial Intelligence Service to Italy was effected by Order in Council of April 23, 1917, and the Trade Commissioner began his actual work in Italy about the 1st of July of that year. The office itself is situated in Milan, the second largest city of the kingdom, with a population of over 700,000, and which is the most important industrial, financial and commercial city of Italy. Moreover, Milan is the centre of an agricultural district well known for its dairy products, its silk culture and wine production. As the city commands the centre of the great plain of Lombardy and the St. Gothard and Simplon tunnels, it is also an important distributing point. It has been well said that the country's economic pulse may best be ascertained here.

The office location is in the Banca Italiana di Sconto, one of Italy's best-known banking institutions. These premises are just a minute's walk from the Piazza del Duomo, the hub of everything Milanese. Two or three minutes will take one to the General Post Office, the Italian Chamber of Commerce, the Credito Italiano Bank (which now has direct banking relations with the Canadian Bank of Commerce), the Bourse and the Banca Commerciale Italiana. The Canadian offices are on the fifth floor of the bank building, which is served with a lift, and consist of three rooms and a long corridor. The end room is used as the main office and has been appropriately furnished. The outside or reference room, into which visitors are first admitted, has been fitted up with a large table on which are put many Canadian trade publications, an attractive bookcase for display of Canadian catalogues, and small stands for Italian and Canadian literature. The middle room is used by the secretary and contains the usual stenographic and filing equipment. Throughout the three rooms Canadian maps and pictures are also everywhere in evidence.

Italy's Position and Territory.

Italy, standing in the centre of the most important inland sea of the world, and within easy access of the Atlantic and Indian oceans, has exceptional advantages for commerce. Geographically occupying the middle part of Southern Europe, it is almost a bridge between Central Europe, the Levant and Northern Africa, and by means of its harbours can easily have communications with Mediterranean, Far Eastern and Atlantic ports. By land it forms part of the shortest route from European industrial centres to the Suez canal, and across the Alps run four or five lines of railways and six or seven first-class roads.

The total area of the Kingdom of Italy is 110,632 square miles, with a calculated population at the 1st of January, 1918, of 36,975,000.

Population of Cities.

Italy has three cities with a population of over 500,000 inhabitants, viz: Naples with 719,300, Milan with 703,750, and Rome with 606,000. Twelve cities with less than 500,000 but more than 100,000 inhabitants, viz: Turin with 469,800, Palermo with 379,500, Genoa with 338,450; Florence with 275,650, Catania with 224,650, Bologna with 198,900, Venice with 175,800, Messina with 127,000, Bari delle Puglie with 125,000, Leghorn with 109,050, Padua with 108,950, and Ferrara with 106,650; and 33 cities with less than 100,000 but more than 50,000 inhabitants. There are 94 communes with less than 25,000 but more than 10,000 inhabitants, and 35 communes with a population of between 5,000 and 10,000 inhabitants. There are 8,092 other smaller communes.

Result of Inquiries.

As a result of inquiries sent out from this office many Canadian firms have developed a correspondence with Italian importers and in some cases actual business has been put through. Although perhaps few Canadian agencies have been opened up during the year the result of these inquiries and of requests made on the part of Italian importers direct to Canadian manufacturers whose names have been furnished by this office seems to have been the stimulating of a real interest in Italo-Canadian trade and provided the preliminary work is followed up, and there are many evidences that such will be the case, this office is confident that in the next few years "made in Canada" goods will be not only widely known on this market but also persistently called for.

Inquiries received during the year from Italian firms included the following commodities in woodpulp, chemicals, foodstuffs, hardware, metals, wire, iron beams, shovels, lumber, salted fish, grain, leather, tallow, manufactures of iron and steel, hosiery, electrical equipment, tanning extracts, asbestos, ferro-alloys, boots and shoes, office furniture, paper, fertilizers, machinery (agricultural and industrial), lubricants, emery wheels, mineral ores, colours, hides, telephone equipment, rubber goods, kitchen utensils, paints, marine engines, sporting goods, furs, printing inks, automobile and bicycle accessories, machine tools, railway supplies, aluminium sheets and utensils, cutlery, springs for purses, small tools, fancy leather goods, woollen goods, soap, bonbons, refractory material and transformer sheets.

Italy's Trade with Canada.

Italy's trade with Canada for the last three calendar years is shown herewith, the figures being taken from a report of the Canadian Bureau of Statistics:—

Canadian Exports to Italy.

1916..	\$11,214,748
1917..	2,318,338
1918..	9,516,642

Italian Imports into Canada.

1916..	\$1,196,328
1917..	855,900
1918..	642,071

OUTLOOK FOR THE FUTURE.

The war and Canada's part in it has been no small factor in giving the Italian people a more appreciable conception of the unique world and empire position which Canada occupies. "The Canadian soldiers have accomplished miracles," said the Prefert of Milan to the writer a few weeks ago, and the taking of Mons by the Canadians was featured in the last war bulletins of the Italian press. Canada, however, as an industrial and exporting nation has not been generally understood by the business man in Italy. He has thought relatively little of Canadian manufactures but rather of Canada's natural resources, although even of these his conception has been most inadequate. The work of this office therefore has naturally been to some large extent the placing of a comprehensive interpretation on all of our country's trade potentialities, and particularly as they may relate to Italian requirements. Along with this export openings have been studied, and it has been noted that many diversified inquiries are being received, while the investigation goes on with promising results. Provided prices are competitive, Italy will satisfy at least part of her vital needs—and they are many—from Canada, and the more we adapt ourselves to the customs of this market, the greater will be the trade expansion.

In order that Italy may buy, however, a Canadian selling organization must be built up. Either representatives should be appointed or, in case the trade warrants, direct agencies opened up. Not a few United States firms are sending trade prospectors to Italy, and with equal commercial sagacity Canadian houses might take action along similar lines. Germany may or may not eventually win back a big part of her Italian trade, but her reappearance will be rendered the more difficult to the extent we allies forestall her and to the extent we make our goods known—and favourably known. If the United States can supply Italy with 42 per cent of her total imports (and such is the proportion for the first eleven months of 1918), it is reasonable to suppose that Canada's export trade with Italy can be considerably increased.

CANADIAN FIRMS ALIVE TO ITALIAN TRADE.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, February 15, 1919.—This office desires to point out three or four encouraging evidences just recently noticed which would seem to indicate the desire of certain Canadian firms at least to do business in this market on up-to-date export principles.

The Sending of Canadian Trade Representatives.

In January the writer had with him the export manager of one of the oldest and most important industrial companies of Canada. This gentleman came to Italy to look over the requirements of this market in the lines of goods manufactured by his company and to locate suitable agents for the development of future business. Although in Italy only a week, he was quite satisfied with the initial results of his visit, and he left Italy believing he had found a firm which could and would take care successfully of his company's interests. He might advantageously have stayed longer—one week it seems is much too short—and picked up more first-hand knowledge, but the fact that he came at all and the satisfaction he felt on leaving should be a reminder to other Canadian companies.

Press notices and correspondence received at this office indicate that other Canadian firms are contemplating the sending of representatives to Italy, and this initiative cannot be too highly recommended to firms in Canada prepared or desirous to do business in this country. Naturally a working knowledge of French, if not of Italian, is a material asset, but the lack of such equipment should not preclude the personal investigation.

Canadian Correspondence in Italian.

The appreciation which is evidenced by Italian houses in receiving correspondence from Canada in Italian should also be noted. It was only this week that letters written in Italian from two Canadian companies have been brought to the attention of this office by Italian firms, who comment most favourably on the adaptability of these Canadian concerns desiring to export to Italy. The impression created by such a courtesy will tell in favour of our trade with this country, and such practice is one that will continue to be one of the essentials to permanent success in this market. The writer is quite aware that a great deal of successful business has been done locally by British and American houses which have corresponded in English, but the high importance of adaptation in language and along other lines, especially in the competitive period which will follow the peace, is self-evident. Of course it may not be easy for some Canadian companies to undertake Italian correspondence, but it does seem reasonable to expect business communications at least in French if Italian is not used. It is to be hoped that the great commercial expansion which is undoubtedly destined to come to Canadian trade in foreign markets will be abetted by our adherence to the sound principles of modern export practice, which include, among many other features, adaptability to the customer's language.

Catalogues in French and Italian.

Recent letters from Canada mention that several Canadian companies are intending to issue catalogues in French, and in not a few cases also in Italian. This action too forms part of a sane export policy, and the distribution of such literature will react to the advantage of the manufacturer. The writer is repeatedly told that the collection of Canadian catalogues shown at this office is most attractive, but for practical purposes on this market their value is appreciably weakened as they are, with few exceptions, printed only in English and in Canadian weights, measures and currency. Up-to-date business science applied to export practice will give foreign markets Canadian catalogues in the language of the desired customer and in a system comprehensible to the possible purchaser.

C.I.F. Prices Italian Port.

It is also interesting to note that one Canadian company of which this office is aware has just offered a Canadian product c.i.f. Italian port. Naturally it has been difficult to so accommodate Italian customers during war time, but it is to be expected that Canadian firms from now on will increasingly realize the advantage of such quotations. German manufacturers for example—and this fact cannot be too often emphasized—would not only correspond with Italian import houses in Italian and quote prices c.i.f. Italian port, but would go further and quote the actual cost of an article delivered in the warehouse of an inland point. It was recognized by the Italians themselves that oftentimes the price was slightly raised by the German company in order to cover such extra accommodation, but it was preferred to pay this difference provided the actual laid-down cost of any commodity could be known at any other inland Italian city. Canadian business houses would be well advised therefore to take this extra trouble and give prices at least c.i.f. Genoa, or Naples or other Italian port.

Shortage of Postage on Letters Addressed to Italy.

The attention of this office has been called to the shortage of postage on some letters addressed to Italian business houses by Canadian firms. The fault of course lies in the mailing department of the home concern, but special care should be taken that such details are not overlooked. Reference to the *Canada Official Postal Guide* for 1918 shows that the rate of letter postage to Italy from Canada is five cents for the first ounce and three cents for each additional ounce.

ITALY AS A FIELD FOR IMPORTS AND EXPORTS.

The following statement on the trade of Italy has been received from the *Credito Italiano*, one of the most important financial institutions in Italy:—

Agriculture.

Before the war brought such a revolution in prices and values, an official estimate calculated the value of the Italian crops at about seven milliard lire. This calculation referred essentially to primary products, not to those of the agricultural industries. Taking into consideration the value of the butter and cheese industries, and of those of vegetable and fruit, preserves, sausage meat, eggs, etc., the above amount would be considerably higher.

At the actual prices which, according to the standard numbers of the *London Economist*, would show an increase of about 250 per cent against those ruling at the time of the above estimate, the value of the agricultural production of Italy would not be less than 18 milliard lire. During the period 1909-1914 the yield per hectare of the various crops in Italy shows the following increase against the period 1880-1884: Rice, 84 per cent; oats, 30 per cent; wheat, 25 per cent; maize, 23 per cent.

The importance of the agricultural crops and the production of cocoons are shown in the following table. The averages for the period 1912-17 shows on the whole a decline against those of the preceding period of five years. In this connection we must take into consideration that the former are influenced by the consequences of the war; the bulk of the husbandmen having left the fields to go and fight the enemy and the work being chiefly done by the old, the women and the children. It is indeed noteworthy that, in spite of the war having summoned the most efficient hands, the Italian agriculture has been able to maintain the crops at a sufficiently high level.

AGRICULTURAL PRODUCTION.

	Average of Production in Metric Quintals.	
	1907-1911.	1912-1917.
Wheat.. . . .	47,314,317	48,825,400
Maize.. . . .	24,460,146	26,183,400
Rye.. . . .	1,335,133	1,312,660
Barley.. . . .	2,272,800	2,058,900
Oats.. . . .	5,464,900	4,532,240
Rice.. . . .	5,007,382	5,216,600
Potatoes.. . . .	16,508,800	16,014,000
Beet-root.. . . .	14,773,380	17,315,800
Grapes.. . . .	69,334,733	60,956,400
Wine ¹	47,874,263	39,484,800
Olives.. . . .	12,723,267	9,774,800
Olive oil.. . . .	1,780,705	1,492,040
Tobacco.. . . .	97,896	91,269
Linseed.. . . .	75,833	89,240
Flax.. . . .	30,547	24,800
Hemp.. . . .	775,300	913,200
Mulberry leaves.. . . .	10,549,000	10,435,400
Cocoons ²	48,114,200	38,062,000
¹ In hectolitres.		
² Kilograms.		
		Quintals.
Chesnuts.. . . .	about	6,500,000
Lemons.. . . .	"	4,500,000
Oranges, mandarins, etc.. . . .	over	3,500,000
Other fruit (apples, pears, quinces, cherries, apricots, peaches, plums, etc.).. . . .	about	4,500,000
Dried fruit (almonds, nuts, hazelnuts, dried figs).. . . .	over	3,000,000
Vegetables (asparagus, artichokes, fennel, celery, etc.).. . . .	about	1,000,000
Cabbage and cauliflower.. . . .	"	2,500,000
Onions and garlic.. . . .	"	750,000
Tomatoes.. . . .	"	5,000,000
Fresh vegetables to be shelled.. . . .	"	1,250,000
Melons, water-melons, cucumber.. . . .	"	1,750,000
Fodder.. . . .	about 200,000,000 to	250,000,000
		Kilograms.
Flowers.. . . .	" 4,000,000 to	6,000,000

DOMESTIC ANIMALS.

In intimate connection with the agricultural production stands the stock of domestic animals, which was almost as follows before the war:—

Horses.. . . .	955,578
Donkeys.. . . .	849,723
Mules.. . . .	371,896
Oxen, etc.. . . .	6,198,861
Buffalos.. . . .	19,366
Pigs.. . . .	2,507,798
Sheep.. . . .	11,162,926
Goats.. . . .	2,714,878

Italy imports regularly about 40,000 horses every year. Before the war these were coming chiefly from Austria-Hungary.

In connection with the stock of cattle there was also a considerable production of butter and cheese.

ALIMENTARY PRODUCTS.

Now that the war is ended Italy will certainly resume on a large scale the export of the following agricultural products: wine, from the ordinary qualities to those most

in demand, as Vermouth, Marsala, Capri, Barbera, Barolo, Chianti, Asti spumante type Champagne (in ordinary times these exports amounted to between one and two million hectolitres); spirits and liquors (between 50,000 and 150,000 hectolitres); olive oil (from 300,000 to 500,000 quintals); oranges, lemons and mandarins, etc. (little less than 4,000,000 quintals); fresh fruit (from 1,000,000 to 2,000,000 quintals); dried fruit (from 500,000 to 550,000 quintals); tomato sauce (from 300,000 to 500,000 quintals); fresh vegetables (from 650,000 to 800,000 quintals); potatoes, especially early ones (from 60,000 to 100,000 quintals); prepared fruit and vegetables (from 100,000 to 300,000 quintals); worked rice (from 40,000 to 60,000 quintals); groats and flour (from 600,000 to 900,000 quintals); macaroni and vermicelli, etc. (from 500,000 to 700,000 quintals); poultry (from 70,000 to 80,000 quintals); eggs (from 200,000 to 270,000 quintals).

During the war the industries of vegetable preserves and jams came to a considerable development and reached a high degree of perfection, due also to the excellence of Italian fruit. After the return of normal conditions they will furnish material for an intensified exportation.

The industries of salted and sausage meat, condensed milk, butter and cheese have on the contrary been prejudiced, the wants of the war having considerably reduced the stock of cattle. Before the war Italy exported cheese from 200,000 to 300,000 quintals and butter from 40,000 to 45,000 quintals.

During the years following the conclusion of peace Italy will try to replenish her herds so that a considerable importation of cattle is likely to be witnessed whilst still for some time after the cessation of hostilities Italy will have to continue importation of frozen meat. Moreover, it will be necessary to import corn, in quantities varying according to crops, but probably always considerable, in order to supplement home production and to meet consumption and exportation of macaroni, etc. (produced in 3,000 establishments), which generally have a well-deserved preference resulting from technical specialization and the climate of Italy.

Italy produces from 2,000,000 to 3,000,000 quintals of sugar, but imported nevertheless varying quantities every year.

To complete the alimentary wants of the country Italy imports annually from 200,000 to 500,000 tons of maize, from 150,000 to 250,000 tons of rye, oats, barley and dried vegetables. Noteworthy is the importation of oil seeds, for amounts oscillating between 800,000 and 1,000,000 quintals and that of seed and fish oil (200,000 to 500,000 quintals). Fats of every description are yearly introduced into Italy from 250,000 to 300,000 quintals. In spite of the home production Italy imports some special qualities of cheese, 50,000 to 75,000 quintals.

The Italian imports of dried and salted fish (especially cod and stockfish) are considerable, from 700,000 to 850,000 quintals.

The consumption of coffee amounts from to 200,000 to 300,000 quintals, chiefly imported from Brazil (and on a much inferior scale from Haiti, San Domingo and Porto Rico). Consumption of cacao and tea is limited.

Moreover Italy imports the following foodstuffs: beer (the Italian production amounts to 700,000 hectolitres), sugar, chocolate, spices, pimento, pepper, confectionery, dates, pistachio-nuts, fresh and dried mushrooms, meat extract, caviare, lard, suet, mineral water, etc.

Minor exports of foodstuffs from Italy are: candied fruit, syrups, chesnuts, carobs, truffles, chocolate, mineral water and effervescent lemonade, biscuits, etc.

Imports of tobacco amount to somewhat more than 200,000 quintals.

The fresh flowers, of which Italy exports yearly for 20,000 to 30,000 quintals, are deserving of special mention. Italian exports of essences of orange, bergamot and similar varieties amount to 650,000 to 750,000 kilogrammes a year.

From oranges, lemons, etc., calcium citrate is obtained, of which Italy exports 60,000 to 80,000 quintals, according to crops. Similar to citrate, but obtained from lees of wine, is tartar, with a yearly exportation of 150,000 to 180,000 quintals.

TRANSPORTATION IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

One of the greatest, if not the greatest, needs of China is adequate transportation. For some reasons which practical men cannot explain, China had not—even up to the present day—ever provided her people with roads. The ancient Romans constructed roads in every country they occupied, but the Chinese never have. It is only another illustration of the absence of all altruistic spirit among the Chinese people—an indifference to the needs and advantages of the common people, and lack of enterprise and public spirit. The ancient Chinese possessed a remarkable faculty for building walls and getting behind them, but had no desire to open up their country by improved methods of communication. Hence it is that vehicular traffic in China is almost non-existent, and confined entirely to the northern and western districts.

The so-called post and courier routes which are kept more or less under Government inspection and protection, and extend for long distances beginning at the capital, Peking, and traversing the vast country in different directions in order to pass through other important cities, are mostly merely footpaths, and nothing on wheels could pass over them, but instead a continuous stream of pack animals, ponies, mules, donkeys and oxen, chair-bearers, wheelbarrows and men on foot, but more numerous than all the patient Chinese coolie. The burdens which these latter carry for long distances are appalling. These so-called roads are supposed to be kept in repair by the local officials of the districts through which they pass, but as there is no inspection and never sufficient money spent upon them, most of the roads are in a wretched condition and almost impassable in the bad seasons of the year.

CHINESE RIVERS AND WATERWAYS.

Fortunately for China this country possesses a large number of navigable rivers, great and small, and a wonderful system of canals, creeks and streams, on all of which the commerce of the country finds its way to the markets. This is particularly the case in the central and southern parts of the country, in the great basin of the Yangtze and other rivers. There is also the Grand Canal which traverses the country north and south, from Hangchow in Chekiang province to Tientsin, a distance of 900 miles. Taking all together, there is no other country so well provided with waterways as China, which in the absence of railways and other roads is a fortunate thing for the country. The value of the traffic carried on these streams, canals and small rivers is enormous. The towns are all built upon canals as they would be on roads in other countries, and the life on the waterways is always busy and full of interest.

THE YANGTZE RIVER.

The principal river of China, the Yangtze, is one of the three greatest rivers of the world. This river takes its rise in the mountains of Thibet, and flowing in an easterly direction enters the sea by a wide mouth and delta at Shanghai. It is navigable from Shanghai by well-appointed river steamers and ocean craft of fairly deep draught to Hankow, a distance of 600 miles. In this portion it passes through three of the richest provinces of China, and the important cities and treaty ports of Chinkiang, Nanking, Wuhu and Kiukiang. For eight months of the year—that is from April to December—ocean-going ships of deep draught can safely proceed up and down stream and dock at Hankow. The other four months—December to March—is the season of low water, and ships of over 9 feet draught cannot safely navigate the river. The distance from Shanghai to Hankow by water routes is roughly 600 miles. The up-river passage takes from 72 to 84 hours and the downward trip about 60 hours.



DRAWN BY THE FAR EASTERN GEOGRAPHICAL ESTABLISHMENT, SHANGHAI

The Upper Yangtze.—Beyond Hankow the river still proceeds, but becomes of less depth and more difficult to navigate the further one ascends. Steamers of shallow draught regularly sail from Hankow to Ichang, 400 miles up the river, passing some important towns on the way. Thus the Yangtze river is navigable by excellent steamers for over 1,000 miles from Shanghai into the heart of China. Above Ichang the famous gorges of the Yangtze are met, the dangers in negotiating which are not surpassed on any other river in the world, and yet notwithstanding these dangers, all the commerce of the vast province of Szechuen, with its population of 60,000,000 people, must pass in and out through the gorges and rapids of the Upper Yangtze, beyond Ichang to Chunking.

THE WEST RIVER.

The West river is the great river of South China. It rises in the province of Yunnan and enters the sea by several mouths, forming the Canton Delta. It is navigable by steamers of deep draught for 300 miles, and for several hundred miles by junks and native boats. The West river serves for the transportation of the vast trade of Southern China with Canton and Hong Kong, in the same manner as the Yangtze does for Shanghai and Mid-China.

THE YELLOW RIVER.

Unfortunately the northern portion of China is not so well provided with water transportation as the southern and central districts. The largest river in the north is the Hwang-Ho or Yellow river. This river is commonly known as China's sorrow, for almost annually it overflows its banks, and floods and disaster are the result. It has changed its course several times within the ages, finding a different outlet to the sea each time. It is 2,700 miles in length, but is only navigable in parts and at certain seasons of the year. The Wei-Ho, a tributary of the Yellow river, flowing from the south, is of some importance; this river is navigable for small boats for a distance of 400 miles.

The Pei-Ho connects Tientsin with the sea, which it enters near Taku Bar; this river is navigable for coasting steamers and ships of light tonnage in the summer months, but is frozen over from December to March. Other important rivers in the west and central portions of China are the Han and the Min, both important streams flowing through rich country and used as a means of transportation for vast quantities of native products and the exchange of commodities between the numerous cities and towns along their course.

THE GRAND CANAL OF CHINA.

This rather remarkable waterway is fully described in almost every book upon travel in China that has yet appeared. In truth there is little that is remarkable about it, only its great antiquity. It was begun in the 5th century B.C. and probably follows a natural continuation of different small rivers, lakes and streams. It passes through a comparatively level country and crosses in its course several rivers, the Yellow, the Wei, and the Yangtze. At only one point in its course are there any locks, and those not of much height. The total length of the Grand Canal is 900 miles. Its course is almost directly north and south through some of the most fertile provinces of China. The traffic upon the canal is of great volume and value, for it is the direct cross-country highway from South China to the northern provinces and the capital. Since the inauguration of steam power in this country, steam launches are to be found in all these interior waterways; they are fitted up as native passenger boats outside and in, and also act as tow boats, towing other passenger boats or barges behind, house boats of private parties or Chinese officials, their families and servants, and cargo boats. These launch companies are to be found in every town on the canals and rivers. They ply between one large city or market town and another, two or

three hundred miles away or less as it may be. It is not an uncomfortable way of travelling, to have one's house-boat attached to one of these tows or trains as they are called, and it is an excellent way for a traveller to see real China. Manchurian rivers are rather unimportant, and so will not be described.

CARTS, WHEEL BARROWS, COOLIES.

Notwithstanding this great network of rivers, streams and canals which the Chinese make use of to the fullest extent in transporting goods, and the few railways that have yet been built, there are many portions of the country far removed from water communication, and in which railways have not yet appeared. To transport goods to and from these districts required the employment of other means. The Peking cart is about the only wheeled vehicle drawn by animals that is in use. The Peking cart is much in vogue in northern and western China. It will carry about a ton of grain or hides, and as much wool as can be piled upon it. It is often drawn by a most nondescript team; a pony, a mule, an ox, and a donkey are not infrequently seen harnessed to the same cart.

Wheel Barrows are also in general use in many parts of China. The Chinese wheel barrow has a large wheel placed fairly in the centre of the machine, the weight of the load being thus almost wholly upon the vehicle. Great loads are carried for long distances on wheel barrows; if the load is very heavy, another coolie or a small boy or a donkey may help by pulling.

Transport Coolies.—Of all the methods of land transportation in China excepting that by railway, probably the volume of goods carried by coolies exceeds that of any other. Chinese coolies are to be met with in every part of the country, and upon all the routes of travel. A line of fifty or a hundred coolies may be seen on any highway, swinging along with a box of tea suspended from each end of a bamboo carried from the shoulder, or it may be boxes of soap, or bags of flour, or even bricks. As he goes along he sings a monotonous chant or utters a number of distinctive grunts, which is repeated in unison by all the party. If the load is heavy two coolies carry it, suspended from a bamboo pole from the shoulder of each. A single coolie will carry 150 pounds in this way all day long, and for a short distance 200 pounds. They travel great distances often over mountainous and rough country, and earn from 15 to 20 cents C.C. per day.

PACK ANIMALS.

Ponies, mules and camels are much employed as pack animals, the latter only in the north, northwest, and Mongolia. Ponies and mules carry from 150 to 300 pounds according to the size and condition of the animal and the nature of the roads. Camels in North China can carry 600 or 700 pounds. Native products—wool, furs and skins, musk, gold and silver, medicines and medical roots, and a multitude of other things—are brought into China by camel caravan from Thibet, Northwest Kansu, Chinese Turkestan, and Mongolia; and foreign and Chinese goods are sent to those countries in the same manner. Camel caravans start from Kalgan to cross the Gobi desert to Russian Mongolia and Siberia, taking fifty days to make the journey. Previously they outfitted at Peking or Feng Tai, but since the completion of the Peking-Kalgan Railway, caravans end and start now at Kalgan or beyond, and do not traverse the Nankow Pass as they formerly did.

RAILWAYS IN CHINA.

If China is deficient in modern highways, she is no less deficient in railways. In this vast country, as large as the United States and with a population four times as great, there are only about 6,000 miles of railway, or less than one mile to 50,000 persons. Canada has 40,000 miles to serve a population of less than 9,000,000, which means one mile of railway to every 200 persons. These figures are sufficient to show

what a great opportunity exists in this country for railway enterprise and development. In the great western province of Szechuen, with a population of 60,000,000, there is as yet not a single mile of railway; and in the vast central plain, which comprises six or seven provinces and supports a population of 130,000,000 people, practically no railways have yet been constructed. Railway development is one of the greatest needs of China, and the Chinese Government is awakening to a knowledge of this fact, and is disposed to encourage the enterprise and to grant concessions to foreign financial groups in many parts of China, wherever such concessions do not conflict with the interests of other concessionaries. In respect to railway enterprise, China possesses a great advantage over the United States and Canada. In our country we were obliged to construct railways in new and undeveloped territory, in order to induce people to come in and occupy the land, while in China the people are already here; all the old prejudices which formerly existed against this new innovation have disappeared, and wherever a railway now goes it is welcomed and liberally patronized. For ages millions of the people have been born and brought up in the remote provinces, towns and villages; without means of transportation they have never been able to travel far from their homes; they lived largely upon what they produced locally, for foreign goods were expensive and difficult to obtain. Thousands of them had never seen a foreign man. The people of those various districts, from want of intercommunication with the outside, have with time acquired a dialect of their own, and can with difficulty be understood by people of other similar districts not very far removed from them. With the construction of railways this condition will gradually disappear. The well-to-do and the merchants will travel further afield, they will visit the larger towns and cities, foreign goods will come in and native products go out without difficulty, and the people will not be satisfied with what they formerly were obliged to put up with, but will demand articles of foreign style and manufacture.

The railways at present in operation consist of the following lines, beginning at Shanghai:—

Shanghai-Hangchow-Ningpo Railway.—Shanghai to Hangchow, about 120 miles.

Shanghai-Nanking Railway.—Shanghai to Nanking, about 200 miles.

Tientsin-Pukow Railway.—This is a continuation of the Shanghai-Nanking line. Passengers from Shanghai to Tientsin cross the Yangtze river at Nanking to Pukow on the north bank, and then proceed direct to Tientsin by the Pukow-Tientsin line. The length of the line from Pukow to Tientsin is 627 miles.

Peking-Hankow Railway.—This line extends from Hankow to Peking, and is 755 miles in length. All other railways, with the exception of three or four of short mileage, are operating in North China, the chief of those being:—

The Imperial Railways of North China.—Peking to Mukden line. This railway extends from Mukden, the capital city of Manchuria, to Peking, the capital of China. The distance with branches is about 600 miles.

Peking-Siwyuan Railway.—Peking to Kalgan, Tatung Fu and Fengchen, the latter outside the Great Wall; length, 250 miles.

Of the total length of Chinese railways about 2,000 miles are in Manchuria. These comprise the Chinese Eastern Railway under Russian control, of a length of nearly 1,100 miles, and the South Manchurian Railways which are owned by the Japanese, with a length of 700 miles. About 150 more miles consisting of three shore lines are in operation in Manchuria, and many other lines are planned, chiefly by Japanese. South of the Yangtze there are also several lines, some completed, others partially constructed, with a portion under operation.

The Canton-Hankow Railway, which is under construction from Hankow, south to Canton, and when completed will have a length of 700 miles, is open for traffic from Hankow to Changsha, a distance of 220 miles. Now that the war is over this line will

probably be pushed to completion all the way to Canton without delay, and will be a great boon to travellers in Mid-China who wish to visit the south, for it will not then be necessary to come to Shanghai in order to reach South China ports. With the completion of this line, there will also then be direct communication by railway between Hong Kong and Peking, and with Paris if necessary by way of the Siberian Railway. In South China, in the vicinity of Hong Kong and Canton, there are only two important lines. The Canton-Kowloon Railway, 112 miles, connecting Hong Kong with Canton; and the Yunnan Railway, 290 miles, which operates in Yunnan province, is connected with the railways of French Indo-China.

PROSPECTIVE RAILWAYS.

Several concessions for other important railways have been granted by the Chinese Government to certain financial groups, all of which are for the present held up for want of funds. The most important is the Szechuen Railway, granted to the "Four Power Group." This is to extend from Hankow to Chungking, and thus link China's largest and most populous province with Central China and the world's markets. The construction of this line has been the dream of statesmen and financiers for nearly a generation. This great province, the largest in China, has a population of well over 60,000,000, who as yet have no railway communication with the outside world; moreover the province is wonderfully productive and rich in all natural resources. Hides and skins, vegetable tallow, gall nuts, tobacco, wheat and barley, maize, millet, buckwheat, sesamum seed, rice, and fruit of different kinds such as apples, pears, walnuts, quinces and cherries are grown in abundance, and the extremely excellent grazing grounds permit of the breeding of large flocks of sheep and herds of ponies and cattle. Pigs thrive in abundance, the staple meat of the people being in fact pork. There would be offering for export the valuable mineral products, as well as cereals, hemp, horns, hides, etc., while the imports would be raw cotton, piece-goods, kerosene, cigarettes, and the hundred-and-one articles of European manufacture for which the Chinese have a predilection. Up to the present the important and growing trade of the province has been carried on under the utmost difficulties of transportation. Everything that goes in or comes out of that vast territory has either to be hauled through the rapids of the Yangtze gorges as before mentioned, or to be carried overland by men and animals over several ranges of hills and mountains. It is generally understood that the difficulties of constructing a railway in this territory would be considerable, and that the expense would be great. Several routes have been surveyed at different times by foreign and Chinese engineers, and it has recently been stated that a new route has been discovered, further north than any of the others, which is practicable and far less difficult than any previously surveyed. Another group of financial interests, known as the British and Chinese Corporation, have a concession for about 2,000 miles of new railway, part of which is for branches of existing lines. These lines are proposed to be constructed in the district lying between Shanghai and Hankow, south of the Yangtze. The Siems-Carey Combination has also concessions for an extensive mileage of railways in some of the western and southern provinces. The Pauling Syndicate of London hold a concession for 600 miles of line in Kweichow province; and the Japanese have railway concessions in Manchuria and in Shantung province and elsewhere in China. But at the moment practically no construction is going on for want of money.

JAPANESE PRODUCTION OF WINDOW GLASS.

Japan is producing more window glass of smaller sizes and cheaper grades than is needed for use within the country. The surplus is being exported chiefly to China, India, Java, and Australia. Quantities of plate glass, glass with metal inserts, and other better grades, while still imported into Japan, are being reduced each year by the increase in local manufacture.

BUSINESS CONDITIONS IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, December 30, 1918.—The following excerpts from the periodical report of Messrs. Tornquist, the well known Argentine bankers, on conditions in Argentina contain reliable commercial information which should be of value to Canadian exporters.

Economic life here is dominated by the impression created by the end of the European war and preoccupation as to its possible consequence for future development.

Although until some sort of rough reckoning has been made it will be impossible to formulate a considered judgment as to the effects the advent of peace will produce on the national resources and the commercial life of this country, involved and dependent as it is on the development of the future universal policy, one thing is certain—the end of the European war finds Argentina in an advantageous economic position.

In spite of a momentary dulness of the market, and though sales are effected below their former value in consideration of the circumstances prevailing, all export products continue nevertheless to be dealt in at remunerative prices, and there seems to be no plausible reason for a decline in commercial transactions, the importance and regularity of which depend almost exclusively on the proximate release of shipping and exchange facilities.

Owing to the exhaustion of most of European and North American stocks of all sorts of import products, a growing commercial activity is expected here, the more so as the definite re-establishment of oversea traffic is now imminent, and the Argentine Government, in order to counteract exchange difficulties, has virtually agreed to extend new credit facilities to the Allies on terms similar to those which were afforded early in the current year.

Besides the grain export an insistent demand for meat, wool, cattle, hides and skins and all other commodities of absolute necessity is looked for, while home industries will have orders in abundance until the reorganization of the manufactories—European and North American—on a peace basis is completed.

As a result of the excellent climate conditions which prevailed early in the spring in most parts of the country, the crops showed until recently exceptionally favourable prospects as regards the harvest, and although the most optimistic outlook of extraordinary yields expected has been slightly modified, at least for certain cereal districts, as a consequence of the heavy and persistent rainfalls of the last days, there is still every reason to expect a good average crop.

FINANCIAL AGREEMENTS WITH THE ALLIES.

According to a report presented to the Minister of Agriculture by the Director of Rural Economy and Statistics of that Ministry, the Royal Commission (on wheat supplies) has complied with excess with the convention of January 14 last, which fixed at 2,500,000 tons the quantity of wheat and other cereals which it was undertaken to export before November 1, 1918, at the minimum prices of:—

(Paper)	\$125	per ton of	wheat, f.o.b.
"	150	"	linseed, f.o.b.
"	70	"	oats, f.o.b.

Cost of bag not included.

The operation has been carried out in the following proportion:—

Wheat..	2,114,715 tons at (Paper)	\$125 =	\$264,239,375
Oats..	309,487 " " "	70 =	21,664,090
Linseed..	52,367 " " "	150 =	7,855,050
Maize..	106,237 " about "	52 =	5,524,324
			Paper \$299,382,839

At 44 cents equal to Gold \$131,730,029

The advances made by the Banco de la Nacion Argentina to Great Britain and France by virtue of the agreement signed at the beginning of this year with those countries for purchases of produce up to gold, \$200,000,000, has been reduced to gold, \$158,005,200, at the end of November, after having reached gold, \$186,061,900, at the end of August.

It is officially stated that the Governments of Great Britain and France have solicited from the Argentine Government a new loan of \$200,000,000 gold, with which to purchase the exportable surplus of the cereal crop, on lines which at the moment of going to press had not been definitely established.

FOREIGN TRADE.

The figures of the real value of imports and exports during the first six months of the year 1918 and 1917 were follows:—

	First Six Months of	
	1918.	1917.
	\$ Gold.	\$ Gold.
Exports..	\$381,696,567	\$305,272,013
Imports..	209,896,111	165,872,074
Total..	\$591,592,678	\$471,144,087
Effective trade balance in favour of the country.	\$171,800,456	\$139,399,939

The principal foreign countries have shared to the following extent in the import and export trade during the first six months of 1918:—

IMPORTS.

Based on the nominal figures of the Custom House valuation (tariff value of 1906).

From—	Value in Gold \$		Percentage	
	First Six Months of 1918.	1917.	of Total Import. 1918.	1917.
United States..	\$24,806,235	\$30,239,472	31·5	34·0
United Kingdom..	22,148,261	21,768,541	28·1	24·5
Spain..	6,914,659	7,473,616	8·8	8·4
Brazil..	6,663,110	7,020,292	8·5	7·9
France..	4,074,253	5,750,717	5·2	6·5
Italy..	3,881,400	6,664,660	4·9	7·5
Japan..	1,831,800	499,787	2·3	0·5
British possessions..	1,664,966	963,993	2·1	1·1
Chile..	1,449,708	541,128	1·8	0·6
Paraguay..	1,065,688	1,328,218	1·4	1·5

FOREIGN CAPITAL.

A new insurance company has recently been formed with Dutch capital, to be known as "La Holanda-Sud Americana." The authorized capital will be paper \$1,250,000, of which paper \$250,000 have already been subscribed.

It is also announced that a limited company with a capital of paper \$3,000,000 of Dutch origin is establishing an oil refinery at Puerto San Martin, in the North of Rosario de Santa Fe, whose yearly production is expected to reach 150,000 to 200,000 tons.

Trade relations with the Far East are steadily increasing, and the fact that Japan has just sent to Argentina a minister, who will remain here permanently, shows that connections are probably only in the beginning.

Lately many Japanese firms have opened houses of more or less importance, and the same may be said of the United States commercial enterprises, the offices of which are daily more numerous.

Without attracting much attention, Scandinavian and Dutch capital is continuously being placed here in financial, commercial and industrial enterprises.

In a study made recently by the general director of Trade and Industry of the Ministry of Agriculture, about capital invested in limited companies existing in this country in 1917, the total assets are stated as follows:—

	National Limited Companies. Gold \$	Foreign Limited Companies. Gold \$
Industrial.	\$246,604,700	\$ 244,838,700
Trading.	587,852,600	675,976,900
Railways.	9,930,700	1,351,346,700
In all.	<u>\$844,388,000</u>	<u>\$2,272,162,300</u>

In that year there were 840 limited companies established in this country, of which 581 or say 69 per cent were national, and 259 or say 31 per cent were foreign companies.

Of the 259 foreign limited companies 150 were British, 28 North American, 25 Belgian, 19 French, 12 German, and 25 represented by various countries.

British capital occupies also the first place as regards the realized share capital, say 92 per cent of the total of the foreign companies, as follows:—

	Gold \$
Trading and railway companies.	\$1,372,137,906
Industrial companies.	81,602,400
	<u>\$1,453,740,300</u>

French capital ranks second, followed by the Belgian, the North American, the Chilean, the German and the Dutch.

FAILURES.

The total liabilities during the first eleven months of this year show a new favourable decrease as compared with 1917 and 1916.

(All Figures in Paper \$).

	1918.	1917.	1916.
January.	\$ 2,021,700	\$ 4,136,300	\$ 3,191,10
February.	2,538,800	8,264,900	6,576,300
March.	3,378,400	7,977,000	9,216,500
April.	4,354,700	6,884,300	10,878,800
May.	4,111,400	6,591,400	6,525,600
June.	7,291,800	7,530,500	5,349,700
July.	2,715,900	4,147,000	18,224,600
August.	1,650,500	20,638,900	9,093,700
September.	4,691,800	3,100,000	11,949,600
October.	1,526,400	2,745,300	5,533,800
November.	2,231,600	5,644,700	10,643,100
In all.	<u>\$36,513,000</u>	<u>\$77,660,300</u>	<u>\$97,182,800</u>

These low figures, in comparison with those of previous years, are the best and most eloquent proof available of the sound position of Argentine trade.

EXCHANGES.

Since the last report the depreciation of the rates on neutral countries has been the feature.

Besides the Swiss exchange, the depreciation of the peseta has been very pronounced owing to the draft credit granted by the Spanish banks to the United States Government.

This operation caused a decline in the Spanish exchange in New York and London and produced also a similar effect on this market, since the rate on Spain here is mainly dependent upon the rate quoted in both those places.

NOTE.—In the next issue of the *Weekly Bulletin* further extracts from this report dealing with particular commodities will be given.

INDUSTRIAL UNREST IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, February 6, 1919.—The long series of strikes and labour conflicts, usually accompanied by violence, has not yet come to an end, and on January 9 there was an inflammatory outbreak which resulted in street fighting in the course of which a thousand were reported killed and four thousand wounded.

During the course of a strike at the Argentine Iron and Steel Works, a workman was killed in an encounter with the police. The Argentine Federation of Trade Unions declared a 24-hours' general strike as a protest against the action of the authorities. Disorders broke out during the funeral procession, and there was some further bloodshed. The streets had already been deserted by trams and vehicles of every kind and shopkeepers immediately let down their iron curtain shutters. The police disappeared from the streets and on Saturday morning newspapers were unobtainable. The Maximalist element amongst the workmen took advantage of the occasion for their own purposes and made an attempt to take possession of the city. During Friday, Saturday and Sunday organized assaults were directed at the police stations and attempts were made to liberate strike prisoners. The Government called up mounted troops and infantry to patrol the streets, and machine guns were mounted on the police stations and in the principal public squares and used freely. Order was restored on Tuesday or Wednesday, after the Government had called up two classes of the conscript army. The Argentine Federation of Trade Unions disclaimed responsibility for the excesses committed and Government asked Congress to authorize a state of seige. The request was refused.

The Argentine Iron and Steel Company's strike and other subsidiary strikes were settled immediately after the restoration of order, but the port strike continued and is still in full swing causing immense damage to the interests of the country.

The two parties to the port strike are the Maritime Workers' Federation, comprising all stevedors and sailors and firemen engaged in the coastwise trade. (The captains and officers have a separate union, which is sympathetically connected with the Federation.) The second party is the three owners' associations, Coastwise, Transatlantic and Tugs. The men claim the right to discriminate in the handling of cargo with respect to the consignees, which means that they will not handle or allow anyone to handle goods consigned to any firm engaged in a dispute with labour. They also desire to force owners to recognize a delegate on each vessel, whose mission it would be to see that captains and officers do not give orders contrary to the working regulations of the Federation. Both parties are well organized, and the owners from the commencement announced their intention to lay up their ships indefinitely rather than to submit to conditions, one of which undermines discipline and the other places the key of the industrial activity of the country in the hands of the Federation. About

200,000 tons of shipping have been deflected from the port of Buenos Aires and are now lying in the outer road awaiting orders. The strike has now lasted thirty-one days and is causing serious losses on every hand, the dispute was patched up yesterday and the men returned to work but did not comply with the settlement conditions, and the owners' association, thereupon, cancelled all concessions previously granted and declared a lock-out.

ARGENTINA'S PURCHASING POWER.

(*London Chamber of Commerce Journal*).

Much is spoken and written concerning the unexploited wealth of Argentina, but without going beyond her cereal yield and her flocks and herds, Argentina is sufficiently well dowered to give would-be traders having goods to sell in these markets every incentive to meet their requirements. Over a million tons of wheat were in hand when the requirements of the Allies under the Convention of 1917-18 had been met, and although the crop now being harvested in certain parts is not on a par with its predecessor, late rains having done much damage to wheat in the ear, the fact that 6,800,000 hectares were sown will account for a large if not a bumper yield. Linseed, a most unchancy plant, has also suffered severely from the wet, but maize, which comes later, has benefited exceedingly, as have the pasture camps. Indeed a better year for pasturage with higher average prices for cattle of all kinds has never been known in the republic, or in the Uruguay. The demand by the freezing companies is not only constant but increasing, and though there may be some slight cessation of interest in the class of stock used for canning, even this is a supposition that may well be disproved by events. In other words Argentina will have yet more money available from her favourable balance of trade, and what that will mean can best be appreciated by a glance at the deposits held in the banks when war broke out and the same figures as quoted to-day. The following table gives the position at a glance.

Deposits (gold—paper, stated in \$ paper)—

July 31, 1914.. . . .	\$1,334,000,000	or say roughly £121,000,000 (at \$11 = £1)
October 31, 1918.. . . .	2,812,000,000	" 255,500,000 (" ")

Argentina, in so far as the private wealth of the country is concerned, has done very well for herself during the war. Not only wheat and meat but also hides and wool have helped to swell the grand totals, and even if at the present time there is a mild slump in wool and a stock of 22,000,000 kilos in hand to be disposed of, the drop from \$22 to \$16 paper the 10 kilos does not mean ruin for anybody. Argentina's buying capacity, it is evident, is greater to-day than ever it was before.

CLOTHING SUPPLY IN GERMANY.

(*British Board of Trade Journal*).

The *Berliner Tageblatt* is informed by a well-known expert that the German stocks of outer clothing and body linen have been used up by the public during the fifty months of war without being replaced by new production as is usual in peace time. Manufacturers, with very few exceptions, have no stocks of coloured clothing articles and no stuffs. Wholesalers' stocks are also pretty well sold out, while retailers on the other hand still have a fairly good assortment of goods. The costs of manufacturers, wholesalers, and retailers alike are rising owing to the increase of wages.

MORE ATTENTION TO EXPORT LUMBER NEEDED.

(*Canada Lumberman.*)

That the Canadian lumber trade will experience some difficulty in securing its share of orders for reconstruction work in Europe unless more attention is paid to the requirements of the overseas market, is a warning given by the Commission of Conservation at Ottawa to Canadian exporters of lumber. Lumber from Russia and Sweden, it is pointed out, conforms more to the size requirements of the British market, and the chief difficulty Canadian dealers must overcome is the one relating to the "scant size" of lumber shipments generally from this side of the Atlantic. "As far as British Columbia is concerned," says the statement, "the bulk of lumber heretofore imported by the United Kingdom has been in the form of large timbers of the grade known as merchantable for heavy structural work, or for re-sawing into any size. If British Columbia is to enlarge her timber trade then a range of all grades and sizes, including merchantable, but not the lowest grades, must be dealt in."

"If Canada," the report continues, "can deliver timber in the various grades sawn to British standards at Swedish prices, then she can do business in a broad and general way."

This, it is pointed out, is practically impossible with freight rates at the present high level, but in two years freight rates may be low enough for Canada to compete with Sweden and Russia, provided we manufacture to the requirements of the British market.

CUBAN SUGAR NOTES.

TRADE COMMISSIONER J. C. MANZER, HAVANA.

Havana, March 3, 1919.—There are 192 sugar mills now in operation. It is estimated there is sufficient cane on the island to produce a half million tons more sugar than last season.

The total amount of sugar received at the different ports up to February 22, 1919, was 979,200 tons, and of this amount 512,120 tons has been exported.

The price fixed for Cuban sugar by the Sugar Equalization Board of the United States is \$5.50 per hundred pounds f.o.b. steamers Havana. The detailed expenses pertaining to the handling of sugar at the port of Havana have been published. These expenses will vary slightly at the different ports:—

	Cents per Cwt.
Storage.. . . .	*1012
Insurance.. . . .	*0232
Lighterage.. . . .	*0375
Brokerage.. . . .	*02535
Loss during storage.. . . .	*03125
Interest.. . . .	*139425
Foreign commission.. . . .	*01375
Government tax.. . . .	*0625
	*431175

After deducting this 43 cents and upwards from the price fixed, it leaves about \$.06 per hundredweight, which is the price received by the sugar mills for the sugar delivered at the different ports of the island.

The Sugar Equalization Board of the United States have appointed a committee of three, to be known as the Cuban Sugar Export Committee, consisting of Mr. Robert B. Hawley, Mr. Manuel Rionda and Mr. Edwin B. Shattuch, to act in behalf

of the Sugar Equalization Board in the matter of shipments of raw sugar from Cuba to nations other than the United States.

Since the grinding season commenced there have been heavy losses from cane fires. In one week there were 500,000 "arobas" (6,250 tons) of cane burned.

There is a great scarcity of workmen for cane cutting, and many of the mills on this account have not yet been able to work to their full capacity.

CUBA'S GROWING TRADE.

The Government's trade statistics for the year 1917 have just been published and contain much data that will be of interest to Canadians. Cuba's estimated population is 2,650,900, divided as follows:—

Province of Pinar del Rio.. . . .	273,021
Havana.. . . .	697,562
Matanzas.. . . .	282,547
Santa Clara.. . . .	600,745
Camaguey.. . . .	198,158
Santiago de Cuba.. . . .	607,867
	2,650,900

The total export and import trade of Cuba for 1917 was \$639,418,565, or \$241 per capita. The total exports for that year were \$366,846,000, and the imports were \$272,573,000, leaving a trade balance in favour of Cuba of \$94,273,000. As will be seen by the following list, Cuba has more than doubled her export and import trade since 1914:—

	Imports.	Exports.	Trade Balance in favour of Cuba.
1914.. . . .	\$119,001,000	\$177,554,000	\$ 58,553,000
1915.. . . .	155,448,000	254,292,000	98,844,000
1916.. . . .	248,278,000	356,571,000	108,293,000
1917.. . . .	272,573,000	366,846,000	94,273,000

The following tables will show the value of the goods imported from, and exported to, the different countries during the four years ending 1917:—

IMPORTS.

	1914.	1915.	1916.	1917.
United States.. . . .	\$ 68,623,000	\$ 90,462,000	\$153,020,000	\$189,875,000
Canada.. . . .	1,165,000	1,123,000	1,750,000	4,651,000
Other countries in America.. . . .	5,517,000	6,897,000	10,499,000	13,269,000
Germany.. . . .	5,034,000	800,000	26,000	1,000
Spain.. . . .	9,939,000	10,817,000	14,409,000	15,642,000
France.. . . .	4,632,000	4,897,000	5,931,000	6,289,000
Great Britain.. . . .	12,379,000	15,288,000	19,231,000	15,377,000
Other European countries.. . . .	6,852,000	6,203,000	4,144,000	3,426,000
All other countries..	2,761,000	4,397,000	6,952,000	7,555,000

EXPORTS.

	1914.	1915.	1916.	1917.
United States.. . . .	\$145,881,000	\$195,289,000	\$242,638,000	\$255,275,000
Canada.. . . .	1,332,000	1,457,000	1,123,000	1,361,000
Other American countries.. . . .	1,848,000	1,900,000	2,553,000	7,028,000
Germany.. . . .	2,354,000	.....	.....	—
Spain.. . . .	1,645,000	872,000	3,025,000	5,390,000
France.. . . .	2,398,000	1,135,000	12,971,000	11,617,000
Great Britain.. . . .	15,842,000	33,033,000	52,776,000	73,564,000
Other European countries.. . . .	1,087,000	1,865,000	5,690,000	1,335,000
All other countries..	1,654,000	678,000	1,014,000	858,000

The value of the different classes of goods imported and exported by Cuba during the year 1917 was as follows:—

Imports, 1917.

Articles.	Value.
Stone and earth.. . . .	\$ 2,408,180
Cement, asphalt, etc..	4,111,317
Glass and crystal.. . . .	2,275,172
Clay, tiles and porcelain.. . . .	1,325,147
Gold, silver and platinum.. . . .	605,807
Iron and steel.. . . .	16,073,482
Copper ore and copper manufactures.. . . .	1,770,963
Other metals.. . . .	381,220
Herbs for medical purposes.. . . .	894,334
Colours, paints and varnishes.. . . .	1,546,579
Chemical products.. . . .	9,752,671
Oils, greases, etc..	5,095,085
Cotton and cotton manufactures.. . . .	21,972,491
Vegetable fibres (roots).. . . .	7,429,985
Manufactures of wool or hair.. . . .	2,113,491
Silk and silk manufactures.. . . .	974,978
Paper and silk manufactures (cartons, etc.).. . . .	4,001,431
Books, pamphlets, etc..	443,064
Lumber and manufactures of articles of wood.. . . .	5,439,001
Other fibrous materials.. . . .	628,412
Animals.. . . .	693,853
Leathers, hides, etc..	1,784,367
Manufactures from leathers, hides, etc..	8,506,691
Instruments (engines, machines, etc.).. . . .	558,728
Machinery.. . . .	28,216,268
Apparatus for machinery (appliances).. . . .	11,578,297
Meats.. . . .	21,292,403
Fish.. . . .	3,734,607
Cereals.. . . .	32,146,294
Fruits.. . . .	1,813,998
Vegetables and leguminous products.. . . .	13,597,420
Beverages.. . . .	7,022,170
Milk products.. . . .	4,586,351
Other provisions.. . . .	6,853,999
All other articles not classified above.. . . .	24,456,941
Money.. . . .	16,487,848

Exports, 1917.

Articles.	Value.
Animals.. . . .	\$ 7,540
Leathers and hides, skins.. . . .	3,186,396
Other animal substances.. . . .	99,745
Sugar, crude and refined.. . . .	295,128,650
Molasses.. . . .	8,248,491
Candies and confections.. . . .	129,084
Fruits.. . . .	2,386,323
Grains and leguminous products.. . . .	738,353
Fish (conchas), shell fish.. . . .	28,440
Other classes of fish.. . . .	—
Sponges.. . . .	206,622
Asphalt.. . . .	13,191
Iron, gold, copper and manganese.. . . .	10,945,168
Old metals (scrapped material—brasses).. . . .	68,884
Fibrous materials.. . . .	352,623
Woods (lumber).. . . .	1,444,165
Tints and powders for tanning hides.. . . .	—
Leaf tobacco.. . . .	19,169,455
Manufactured tobaccos.. . . .	10,228,155
Bees' honey.. . . .	1,197,398
Distilled products.. . . .	1,834,275
Other articles not classified.. . . .	438,521
Foreign products.. . . .	576,618
Money.. . . .	10,417,410

CUBA'S IMPORTS FROM CANADA.

The following table shows the value of the principal imports of Cuba from Canada for the four years ending 1917:—

Articles.	1914. Value.	1915. Value.	1916. Value.	1917. Value.
Potatoes.	\$369,375	\$292,184	\$ 432,201	\$2,313,335
Codfish.	474,634	530,878	1,035,248	1,511,720
Lumber.	276,195	146,356	125,474	176,045
Malt.	675	13,120	75,100	217,991
Condensed milk . . . . .	.....	.....	5,566	112,334
Vegetable fibre. . . . .	.....	.....	.....	17,734
News print.	11,922	7,264	4,738	81,864
Metal shingles. . . . .	.....	.....	.....	224
Brass manufactures . . . . .	.....	.....	1,908	14,203
Mineral colours	838	601	2,336	9,100
Cod liver oil . . . . .	.....	.....	.....	670
Paper sacks	1,990	670	338	3,234
Paper boxes. . . . .	.....	.....	263	1,409
Printed paper.	8,010	4,485	1,445	4,841
Packing cases.	3,486	4,950	15,544	17,375
Barrel staves	14,715	13,392	18,589	22,939
Machinery. . . . .	.....	.....	.....	730
Beef. . . . .	.....	.....	5	288
Salt pork.	1,425	2,617	2,992	90
Herring.	10,100	13,489	14,529	9,176
Butter	140	166	138	442
Cheese . . . . .	.....	86	143	685
Rice.	370	.....	.....	13,429
Hay.	62,824	5,777	8,885	36,994
Beans	168	3,129	2,268	44,983
Peas. . . . .	.....	.....	.....	2,046
Desiccated potatoes.	9	60	7	5,750
Oats.	209,018	29,271	259	—

THE STRIKE IN CUBA.

TRADE COMMISSIONER J. C. MANZER.

Havana, March 15, 1919.—For several weeks there has been a strike of carpenters and masons in Havana, and all building operations were completely stopped.

On Wednesday, March 5, a general strike of all the workmen of Havana and many of the other towns of Cuba was called to support the strike of the builders, and for eight days the business of the whole country was completely paralyzed. There were no trains moving in the whole island. There were no street cars, no taxicabs, no coaches. People living in the suburbs, six, eight and ten miles from the city, were obliged to walk to their offices. The harbour is full of ships waiting to be unloaded. The Ward Line alone have 25,000 tons of freight on their ships in the harbour waiting to be unloaded. There have been heavy losses on perishable goods that have lain on the docks during the strike, among which were large quantities of potatoes and codfish from Canada.

The strike was called on March 13.

POLITICAL AND TRADE CONDITIONS IN MEXICO.

The following statement regarding conditions in the Republic of Mexico has been received by the Commercial Intelligence Branch of the Department of Trade and Commerce from an authoritative source in the city of Mexico:—

“The political situation here is still more or less the same as it has been for a long time. The existing *de facto* Government is unable to deal with the various bands of revolutionaries, and it is powerless to control most of the country.

“Probably the chief drawback from which traders are suffering at present is the lack of adequate transport. The railroads are in a very bad condition owing to shortage

of rolling stock and the state of the tracks. Accidents are frequent, apart from the delays and dangers caused by the activities of the "rebels." Moreover shippers are subject to systematic spoliation by the people who control the railways, which always hampers and often completely prevents trade. Without the incentive of strong financial inducement no cars are forthcoming, and the unfortunate sufferers are chary of giving information on the subject, as this may lead to their obtaining no cars at all.

"Mexico, however, is a country of contradictions, and while on the one hand a perfectly truthful description of local conditions and the sufferings of the lower classes might be given which would convey the idea that trade and commerce must be paralyzed, on the other hand there are many outward signs of apparent prosperity, and merchants are very anxious to replenish their exhausted stocks, though naturally unwilling to make large purchases owing to the present instability of prices.

"The cotton mills of Mexico city and of Puebla are now working full time, and this is generally regarded as a sign of prosperous commercial conditions.

"The Americans and, according to reports, the Japanese, are now devoting considerable attention to this market. Importers are very anxious to do business with the United Kingdom, but the situation in that country and the shortage of shipping, etc., appear to hinder British exporters from taking full advantage of this market."

EXHIBITION SHOWING JAPANESE IMPROVEMENTS IN ARTICLES FOR EXPORT.

Mr. A. E. Bryan, Canadian Trade Commissioner in Yokohama, Japan, writes that at the Commercial Museum of the Department of Agriculture and Commerce of Japan in Tokyo there will be an exhibition of improvements achieved during the year 1918 in Japanese articles for export. It will begin on May 28 and last for twenty days.

CATALOGUES WANTED AT LIEGE.

Canadian exporters will be interested in the announcement made in the British Board of Trade Journal that "H.M. Vice-Consul at Liege invites United Kingdom manufacturers to send him their catalogues for distribution among suitable Belgian firms. Many inquiries are being received at the Vice-Consulate for British goods."

PORT OF ANTWERP ON ROAD TO RESTORATION.

(New York Commercial.)

Taking exception to recent published statements regarding conditions at the port of Antwerp, P. N. G. Mitchell, representing the International Mercantile Marine Company, cabled from Brussels as follows:—

"The writer has been in Antwerp, in the interests of the International Mercantile Marine Company since early in January. During that period the extensive Rhine quay berths, which were blocked with lumber and miscellaneous material during the German occupation, have been entirely cleared and made ready for the prompt and expeditious discharge and loading of ocean tonnage. As a result of the energy and perseverance of the Base Navale and Port Authorities, these quays are, to all intents and purposes, quite as useful to-day as they were in the pre-war period. There is an excess of cranes over the actual number formerly in use, soundings show that there has been no excessive silting up along the quayside and vessels of average draught lie safely afloat at all tides.

"The rails have been connected up and scores of rail wagons (many of them rolling stock surrendered by the Germans under the terms of the armistice, it is interesting to note) pass over the tracks daily loaded with goods from incoming steamers. Some damage exists at one of the Scheldt quays, Quay No. 9, but this represents no more than 3 per cent of the total river berthage suitable for ocean-going tonnage.

"The new docks represent a water area of 940,000 square yards, and with the old docks a grand total of 1,650,000 square yards, providing 385,000 square yards of quays and hangars, all of which are being rapidly cleared also, of the huge amount of gravel stored there by the Germans, and the British have ready for operation a naval base of large extent in this reclaimed area through which supplies will reach the British army of occupation and men demobilized or on leave will land and embark.

"The Americans are planning a base for the same purpose in the same area, and transports drawing up to 30 feet will enter and leave these docks daily through Royers lock, which has a minimum depth of 32 feet at high water.

"The total length of the quay berths on the Scheldt and on the inside docks is 27,000 yards, or 15½ miles, all splendidly equipped. The Scheldt river pilots and other seasoned river men say the channel has suffered no appreciable damage through neglect and at dead low water there is 21 feet, with a tide variation of 14 to 16 feet, while most of the aids to navigation have been replaced and the fairway is well buoyed. Since the armistice a total of 324 seagoing ships have entered Antwerp, representing in February a good percentum of the pre-war tonnage of the port.

"It is interesting to note the development of this traffic by month: December, 50 seagoing ships, 83,332 tons; January, 109 seagoing ships, 167,833 tons; February, 162 seagoing ships, 124,251 tons, and the early indications are that March will see a further large increase in this tonnage.

PARLIAMENT OF EMPLOYEES SOLUTION OF SHOP PROBLEMS.

(From the New York Commercial.)

The meaning of "Industrial Democracy," carrying with it increased production, lowered costs and the ability to pay bigger wages and bigger profits, was discussed by the Personnel Managers' Club of the Queensboro Chamber of Commerce at its recent dinner meeting, the discussion being led by Leopold Demuth, president, and F. L. Feuerbach, factory manager of Wm. Demuth Co., of Richmond Hill, where a novel and practical plan of co-operation between employers and employees has been in operation for two years with results satisfactory alike to both.

In pointing out the success of the co-operative method, Mr. Feuerbach outlined in detail the working plan of the entire scheme, the machinery of which follows very closely the model of the Federal Government of the United States. A House of Representatives consists of thirty men and women elected by a popular vote of the employees for a term of one year; there is a senate composed of the foremen and heads of departments, and a cabinet comprising the company's executives and of which Leopold Demuth is president and holds a power of veto.

"The meetings of the senate and house are held weekly and always in company time," continued Mr. Feuerbach, "which we consider very necessary for the success of the undertaking. A set of by-laws has been devised for the use of both bodies by a joint committee and all their business is transacted in accordance with same. Any question affecting working conditions, safety, sanitation, wages, piece-work rates, etc., is brought up before either of the three government bodies, and any recommendation decided upon after a careful discussion and deliberation is brought to the next body for their action. No change becomes a law until same has been approved by all three bodies. In that way we believe we have found a much better way of feeling the pulse of our people, in learning what they desire and in avoiding difficulties rather than curing them, which is usually the case in the ordinary shop committee plan.

"We do not wait for the trouble to culminate, for the sickness to develop. The men hear the report and progress of their respective departments, learn about the troubles of another department and are helping their fellow workers in getting over any difficulties that they may experience.

"Permitting the men to have a say in adjusting their wages removes this perplexing question as a field of dispute. The fairness with which the members of the House have always considered and handled all questions of this sort has been most remarkable and has come to us as a complete surprise."

In speaking of the interest developed on the part of the employees, Mr. Demuth said: "It is true that their initial interest was purely financial. These people had no practical conceptions of democracy, and democracy in business was something entirely unknown and foreign to them, almost as much as it was to ourselves. Representative government meant nothing to them at the start. They had heard vaguely of various assemblies, but they never had discovered that the form of government made much difference to the individual. They simply came to work to make a living and to get as much money out of their job as could possibly be extracted. A mighty few of them, like all labouring men, realized their responsibility in returning as much as possible for the money which they took out of the business. Each man worked for himself, showing very little concern about his neighbour in his own or the next department. Co-operation to them seemed entirely superfluous and had to be taught in a practical manner, as preaching with the labour class usually does not go very far. They have heard too much of that in the past and received too many promises which were subsequently not kept, and a lack of response and confidence in preaching or ethical lessons is not their fault as much as the fault of those who are responsible for their disappointment.

"The practical way we found to be our dividend system, and this is how it taught co-operation.

"A number of men desired to celebrate an Italian holiday and stayed away from work. At the next meeting of the House of Representatives it was announced that the dividend for the past two-week period would be only 12 per cent, but that it would have been higher had not the men taken the holiday. That is, a man who earned \$20 per week, or \$40 for the two-week period, received a dividend of \$4.80, instead of \$6 had the dividend been 15 per cent, thereby losing \$1.20 because some other fellows did not work.

"It is one thing to stay away from work knowing that possibly the company and only yourself will lose money by your act, but it is quite a different proposition to realize that you are guilty of a loss of money to your fellow workers.

"Dividends are due to mass action, and co-operation is a mass force. The mass can bring in and create co-operation as quickly as it can cause disorder.

"Our plan for paying dividends on top of wages as an incentive for better work and a pride in the man's or woman's job and in the product which he or she manufactures is as follows:—

"At the expiration of a two-week period the efficiency of the entire shop is determined by the relative value of its output to its cost of production. Standards of production and cost have been established in each department and the savings occasioned by increased production and quality of work, as well as decreased cost and overhead, are shared on the 50-50 basis with our employees. Our first dividend amounted to 6½ per cent and has gone as high as 17½ per cent. These dividends are paid bi-weekly, in a separate envelope marked 'Employees' Dividend,' and represent their share of profits derived by interest and better work—a bonus upon service.

"After the dividend was established for about three or four months the House of Representatives came to a conclusion that some of the folks did not do as much to earn these dividends as others. For instance, some would stay out on Mondays and take it easy, have a good time, while those in the shop were working hard and earning dividends for them. They subsequently suggested in their House of Representatives

that a committee be appointed to work out rules for penalty of tardy, careless or disinterested fellow workers. The committee brought in the following recommendations, which were unanimously accepted and approved by both Senate and Cabinet and have been in force ever since:—

“If any employee comes late or stays away without a proper excuse for one day during the two-week period he loses one-quarter of his dividends. If this happens twice he loses one-half, three times three quarters, and if it occurs four times during the same period he loses all of his dividends.”

“This plan, remember, was a suggestion from the men themselves and not a penalty imposed by the employers.”

NEW INCORPORATIONS.

Dominion.

Bell King, Limited. Incorporators: Richard Tuson Heneker, Henry Noel Chauvin and Harold Earle Walker, advocates; and Hugh Wylie, accountant, all of Montreal; and Christina Imrie, of Westmount. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

McGuire Kirkland Gold Mines, Limited. Incorporators: Lena Adams, book-keeper; Mabel Winnifred Hunt, stenographer; Kenneth Alexander McRae, engineer; Mabel Gray and Vera Marion Gray, teachers; and Edward Martin, inspector, all of Toronto. Capital, \$350,000, divided into 350,000 shares of \$1 each. Chief place of business, Toronto.

Canadian File and Tool Works, Limited. Incorporators: Frederick Thomas Enright, King's counsel, of Westmount; Thomas Barnard Gould, book-keeper, of Lachine; Egbert William Westover, advocate; James Francis Walsh, cashier, and Rene Snowden, accountant, all three of Montreal. Capital, \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Canadian Collapsible Rim Company of Canada, Limited. Incorporators: John Angus Campbell, manufacturer; Sydney Smith Anderson, railway manager; and Frederick Charles Kerby, barrister-at-law, all three of Windsor; and James Brown Gunn, of Winnipeg, contractor; and Arthur Campbell Smith, lithographer; William Henry Duncan and Eldon Barnett Edmunds, capitalists, of Toledo, Ohio. Capital, \$500,000, divided into 100,000 shares of \$5 each. Chief place of business, Windsor, Ontario.

Eastern Canada Motor Truck Company, Limited. Incorporators: Percy Dixon Wilson, Gaston Fontaine, barristers-at-law; George Andrew Welch, accountant; May Margaret Regan, stenographer, and John Baptiste Gourgon, book-keeper, all of Ottawa. Capital, \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Ottawa.

Montreal and Western Grain Company, Limited. Incorporators: Walter Robert Lorimer Shanks, advocate; Francis George Bush, book-keeper; George Robert Drennan and Alexander Gordon Yeoman, stenographers; and Herbert William Jackson, clerk, all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Neptune Fisheries, Limited. Incorporators: Frederick Henry Markey, Waldo Whittier Skinner and George Gordon Hyde, all three of His Majesty's counsel; John Gerard Ahern, advocate; and Ronald Cameron Grant, accountant, all of Montreal. Capital, \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Renfrew Electric Products, Limited. Incorporators: Stephen Henry Murphy, physician; John Alexander Jamieson and Thomas Andrew Low, manufacturers; William Thomas Guest, miller; Edward Harris Porte, manager, all of Renfrew; and

John Robinson Osborne, of Ottawa, solicitor. Capital, \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Renfrew.

The Crammond Machinery Company, Limited. Incorporators: Walter Seely Johnson, advocate; Alexander Rives Hall, King's counsel; Rhoda Mary Husband, Gertrude Susan O'Brien and Josie Edwards, secretaries, all of Montreal. Capital, \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

The Great Atlantic and Pacific Tea Company, Limited. Incorporators: James Richardson Roaf and James Warburton, solicitors; Frederick George McBrien, student-at-law; D'Alton McCarthy Gilpin and Copland William Evans, brokers, all of Toronto. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

Clarke Brothers, Limited. Incorporators: Alexander Fasken, George Herbert Sedgewick, Robert Spelman Robertson, John Wellington Pickup, James Aitchison, Norman Stuart Caudwell, and Robert Elmer Fennell, all of Toronto. Capital, \$1,500,000, divided into 15,000 shares of \$100 each. Chief place of business, Bear River, Nova Scotia.

Joseph Brothers, Limited. Incorporators: Isidore Ballon, Bernard Goldenberg and Abraham Wilfred Muhlstock, advocates; Laurence Tannenbaum, notary; and Bernard Benjamin Joseph, merchant, all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

La Compagnie d'Orgues Canadiennes, Limitée (The Canadian Pipe Organ Company, Limited). Share capital increased from \$50,000 to \$99,000. Head office, St. Hyacinthe, Que.

The Wendigo Power Company, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; Helen McTague, book-keeper; Elizabeth Winlow, stenographer; and John Sutherland, jr., insurance agent, all of Guelph, Ont. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Guelph, Ont.

Chapman Dart Company, Limited. Incorporators: Roch Albert Bergeron, notary; Germain Poulin, pharmacy student; and Bibiane Lefebvre, stenographer, all of Montreal; Louis Mercier, law student, of Westmount; and Blanche McDougall, stenographer, of Verdun, Que. Capital \$298,000, divided into 2,980 shares of \$100 each. Chief place of business, Montreal.

Montreal Portland Cement Company, Limited. Incorporators: John MacNaughton, advocate; Robert Houston, James Geary Cartwright, James Burnett Taylor and Andrew MacIntyre, managers, all of Montreal. Capital \$2,000,000, divided in 20,000 shares of \$100 each. Chief place of business, Montreal.

Commercial Finance Corporation, Limited. Incorporators: Alfred William Briggs and Ernest Macaulay Dillon, barristers-at-law; Malcolm Macleod, gentleman; Thomas Richard Tennant, broker; and Vida Isabel Harris, student-at-law, all of Toronto. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Toronto.

Lumber and Ties, Limited. Incorporators: Louis Philippe Crepeau and Louis Athanase David, both of His Majesty's counsel; Segfried Hinson Read Bush and Benjamin Robinson, advocates; and George Whittaker, accountant, all of Montreal. Capital \$200,000, divided into 2,000 shares of \$200 each. Chief place of business, Montreal.

The P. H. Secord and Sons Construction Company, Limited. Incorporators: Roy Eldridge Secord and Claude Franklin Secord, manufacturers; William Arthur Hollinrake, County Court clerk; James Albert Scaee, secretary-treasurer; and Albert Hawley Boddy, barrister-at-law, all of Brantford, Ont. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Brantford, Ont.

James Copeman, Limited. Incorporators: John Wesley Blair and Francis Joseph Lavery, both of His Majesty's counsel; and Aime Sydney Bruneau, advocate, all of Westmount, Que.; Charles Albert Hale, of Montreal West, advocate; and Auguste

Angers, of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

McLaurin Lumber Company, Limited. Incorporators: Charles Harold Skelton and Reginald Crawford Stevenson, chartered accountants; Frank Roger Walker and Arthur Westman Knowles, accountants; and Rena Susan Knowlton, stenographer, all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Grimsby Steel Furniture Company, Limited. Incorporators: Arthur Cecil Butterworth, clerk; William James McCoy, auditor; Isaac Leopold Leo and Harold Redferne Hollingshead, brokers; and Vera Mae Campbell, stenographer, all of Toronto. Capital \$60,000, divided into 6,000 shares of \$10 each. Chief place of business, Grimsby, Ont.

Aspromet Company of Canada, Limited. Name changes to that of H. H. Robertson Company, Limited. Head office, Sarnia, Ont.

Wallingford Bros., Limited. Share capital increased from \$100,000 to \$150,000. Head office, Ottawa.

British Columbia.

The Alunite Mining and Products Company, Limited. Capital \$300,000, divided into 300,000 shares. Registered office, Victoria.

Harrison and Lamond Construction Company, Limited. Capital \$50,000, divided into 500 shares. Head office, Vancouver.

Manitoba.

Potter's, Limited. Incorporators: Edgar R. Potter, furniture dealer; Agnes B. Potter, wife of the said Edgar R. Potter; Jabez Bowen Hugg, barrister-at-law; Robert C. Addison, accountant; Fred. Holmes, manager, all of Winnipeg. Capital, \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Winnipeg.

Rural Motor Transports, Limited. Incorporators: Arthur Davenport, clerk; Peter W. McKenzie, accountant; John E. Boivin, contractor; and Harold Taylor, clerk, all of Winnipeg. Capital, \$60,000, divided into 600 shares of \$100 each. Chief place of business, Winnipeg.

Ontario.

Ontario Sewer Pipe and Clay Products, Limited. Incorporators: Edwin Smily and Mervil MacDonald, barristers-at-law; Aileen Silk and Arnold Gilmour Ferguson, students-at-law; and Marjorie-Greer, stenographer, all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office at Toronto.

Chippewa River Timber Company, Limited. Incorporators: Frank Denton, one of His Majesty's counsel, Arthur Albert Macdonald, barrister-at-law; Frank William Denton and Laura Denton, students-at-law; and Erie Maud Miller, accountant, all of Toronto. Capital, \$500,000, divided into 5,000 shares of \$100 each. Head office at Toronto.

The Brandon Heating and Plumbing Company. Incorporators: Heber Lionel Singleton, plumber; Mary Emma Singleton, married woman; George Arthur Godden, accountant; Lila M. Godden, married woman; and Joseph Cooney, accountant, all of Brandon. Capital, \$40,000, divided into 400 shares of \$100 each.

Saskatchewan.

Big River Consolidated Fisheries, Limited. Incorporators: George B. Rizer, M. B. Olsen, D. H. Overlay, and Ari Arason, all of Big River. Capital, \$50,000. Each share valued at \$100.

The Whiteshore Chemical Company, Limited. Incorporators: M. M. Binker, J. M. Swain and Alder Brehaut, all of Battleford. Capital, \$500,000. Each share valued at \$50.

PRELIMINARY STATEMENT OF THE TRADE OF CANADA FOR FEBRUARY.

Prepared by the Dominion Bureau of Statistics, Ottawa.

Month, Eleven Months, and Twelve Months ending February, 1917, 1918, and 1919.

	Month of February.			Eleven Months ending February.			Twelve Months ending February.		
	1917.	1918.	1919.	1917.	1918.	1919.	1917.	1918.	1919.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
IMPORTS FOR CONSUMPTION.									
Dutiable goods	36,490,288	30,705,474	38,917,555	407,136,756	491,682,329	477,393,309	441,917,609	546,283,779	528,030,603
Free goods	31,540,181	21,500,974	25,199,571	335,858,261	383,583,820	367,300,554	363,112,013	431,348,256	403,918,998
Total imports (mdse.)	68,030,469	52,206,448	64,117,126	742,995,017	875,266,149	844,693,863	805,029,622	977,602,035	931,949,561
Duty collected	11,409,494	9,449,747	11,684,937	130,550,840	145,789,215	143,262,698	142,722,151	162,861,605	159,061,948
EXPORTS.									
Canadian Produce—									
The mine	5,074,172	5,960,721	4,626,724	75,636,196	66,988,329	71,544,892	83,641,089	76,969,040	78,316,975
The fisheries	1,655,615	4,336,162	4,716,182	22,515,995	29,236,929	31,144,541	24,570,488	31,610,187	34,509,763
The forest	2,459,024	2,354,446	3,813,898	52,292,824	47,976,884	64,394,622	55,540,515	51,591,269	68,317,442
Animal produce	7,652,860	10,918,931	18,900,935	112,985,527	163,190,332	179,821,004	121,612,208	178,000,273	189,373,753
Agricultural products	11,449,080	28,089,659	17,081,105	351,451,449	629,817,956	247,998,170	369,303,875	551,780,208	285,893,798
Manufactures	39,504,694	34,346,308	33,418,138	408,160,190	598,602,853	516,798,101	455,173,956	667,842,339	554,797,764
Miscellaneous	428,938	355,390	342,501	5,918,274	4,359,518	4,760,205	7,632,612	4,794,798	5,106,937
Total exports, Canadian	68,224,583	86,361,617	82,899,483	1,028,960,455	1,440,172,801	1,116,461,445	1,117,374,693	1,563,588,114	1,216,316,432
Foreign produce	3,254,865	3,403,291	3,193,866	23,725,634	42,278,015	45,466,364	24,891,544	46,387,713	49,330,353
Total exports (mdse.)	71,479,248	89,764,908	86,093,349	1,052,686,089	1,482,450,816	1,161,927,809	1,142,266,237	1,608,975,827	1,265,646,785
AGGREGATE TRADE.									
Imports for consumption	68,030,469	52,206,448	64,117,126	742,995,017	875,266,149	844,693,863	805,029,622	977,602,035	931,949,561
Exports—									
Canadian produce ..	68,224,383	86,361,617	82,899,433	1,028,960,455	1,440,172,801	1,116,461,445	1,117,374,693	1,562,588,114	1,216,316,432
Foreign produce	3,254,865	3,403,291	3,193,866	23,725,634	42,278,015	45,466,364	24,891,544	46,387,713	49,330,353
Total trade	139,509,717	141,971,356	150,210,475	1,795,681,106	2,357,716,965	2,006,621,672	1,947,295,859	2,586,577,862	2,197,596,346

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending March 14, 1919	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	3,425,503	559,340	544,971	664	90,814	4,621,292
Consolidated Elevator Co.	1,404,560	29,760	62,688	11,267	5,299	1,513,574
Empire Elevator Co.	1,234,196	125 116	113,157	53,823	8,033	1,534,325
Ogilvie Flour Mills Co.	1,166,654	48,949	237,540		229	1,453,372
Western Terminal Elevator Co.	1,677,041	36,304	41,806	66,460	5,120	1,826,731
G.T. Pacific	4,794,723	393,361	289,046	68,276	12,787	5,558,193
Grain Growers' Grain Co.	1,174,339	447,133	450,606		31,340	2,103,418
Fort William Elevator Co.	1,009,874	294,951	134,939	34,224	18,015	1,492,003
Eastern Terminal Elevator Co.	1,068,510	59,287	125,693		15,011	1,268,500
Northwestern Elevator Co.	816,425					816,425
Port Arthur—						
Port Arthur Elevator Co.	5,372,133	720,545	1,116,134		56,469	7,265,234
Sask. Co-operative Elevator Co.	2,117,543	170,743	80,878	88,374	35,053	2,492,591
Canadian Government Elevator	2,059,354	519,808	192,132	123,626	33,465	2,928,385
				2,113		2,113
Can. Govt., for Imperial Government.	912,799	156,161	147,936	41,710	3,752	1,262,358
Thunder Bay.	596,867	226,157	264,966		2,718	1,090,708
Davidson & Smith	1,263,951	129,596	83,508	42,777	173,702	1,693,534
Eaton-Richardson.						
Total Terminal Elevators.	30,094,772	3,917,214	3,886,000	533,314	491,806	38,922,806
Saskatoon Can. Govt. Elevator.	487,632	1,081,483	130,261	2,101	†4,501	1,705,978
Moosejaw Can. Govt. Elevator.	1,001,898	512,247	72,838	2,936	†4,772	1,596,454
Calgary Can. Govt. Elevator.	868,498	783,912	126,226	995	†1,763	1,807,592
Vancouver Can. Govt. Elevator	217,820	153,995	3,393		†5,958	375,208
Total Interior Terminal Elevators.	2,575,848	2,531,637	332,718	6,032	38,997	5,485,232
Depot Harbour.	150,429					150,429
Midland—						
Aberdeen Elevator Co.	434,157					434,157
Midland Elevator Co.	1,283,115				106,373	1,389,488
Tiffin, G.T.P.	654,102					654,102
Port McNicol	965,274	1,045	108,224			1,074,543
Collingwood.	146,098					146,098
Goderich—						
Elevator & Transit Co.	782,753					782,753
West Canada Flour Mills Co., Ltd.	589,149					589,149
Elevator & Transit Co.—Grain afloat.	428,157					428,157
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.	1,413	19,982				21,395
Port Colborne Dom. Govt. Elevator	1,807,184					1,807,184
" Maple Leaf Milling Co., Ltd.		Not	reported.			
Prescott.						
Montreal—						
Harbour Commissioners No. 1.	2,375,685	64,322	217,552	14,776		2,672,335
" " No. 2.	276,311	672,008	302,892			1,251,211
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners.	924,020	223,647	1,768			1,149,435
West St. John, N.B.	413,359	15,406	119,871			548,636
Halifax, N.S.		Not	reported.			
St. John Can. Nat. Ry.	116,873					116,873
Total Public Elevators.	12,498,232	996,410	750,307	14,776	106,373	14,366,098
Total quantity in store.	45,168,552	7,445,261	4,969,025	554,122	† 15,231	58,774,133
					621,945	

†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended March 14, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		32,261	171,521		203,732
No. 1 Northern		8,642,868	1,812,738	5,755,412	16,211,018
No. 2 "		4,465,259	189,377	2,204,182	6,853,858
No. 3 "		5,261,026	99,767	1,602,065	6,962,798
No. 4 Wheat		4,703,738	15,549	1,403,916	6,123,203
No. 5 "		2,491,075	14,924	535,337	3,041,336
No. 6 "		3,168,680	7,494	208,323	3,384,497
Other		1,329,525	86,915	789,057	2,205,497
Australian			177,563		177,563
Totals.....		30,094,472	2,575,848	12,498,232	45,168,552
Oats—					
No. 1 C. W.		1,707	1,456	1,903	5,066
No. 2 "		262,063	428,534	70,697	761,294
No. 3 "		581,115	353,919	45,515	980,549
Ex. No. 1 Feed		391,959	456,053	122,116	970,128
No. 1 Feed		457,434	518,009	158,102	1,133,545
No. 2 "		1,293,577	622,357	101,006	2,016,940
Other		929,359	151,309	497,071	1,577,739
Totals.....		3,917,214	2,531,637	996,410	7,445,261
Barley—					
No. 3 extra C. W.		1,139			1,139
No. 3 C. W.		1,382,074	96,242	232,869	1,711,185
No. 4 "		1,389,299	131,179	155,972	1,676,450
Feed		264,061	26,403	22,792	313,256
Rejected		535,030	37,007	202,133	774,170
Other		314,397	41,887	136,541	492,825
Totals.....		3,886,000	332,718	750,307	4,969,025
Flax—					
No. 1 Northwestern Canada.....	1,188	282,345	2,918		286,451
No. 2 C. W.	527	166,972	1,644		169,143
No. 3 "	398	70,344	765		71,507
Rejected			26		26
Imperial Govt.			207		207
Other		11,540	472	14,776	26,788
Totals.....	2,113	531,201	6,032	14,776	554,122
Rye—					
No. 1 C. W.		4,458			4,458
No. 2 "		308,233	19,060	50,011	377,304
Rejected		57,566	2,943	15,067	75,576
No Grade		79,589			79,589
Other		41,960	1,763	41,295	85,018
Totals.....		491,806	23,766	106,373	621,945
Corn			15,231		15,231
Total quantity in store...		38,922,806	5,485,232	14,366,098	58,774,136

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East and Afloat on March 14, 1919, with comparisons or Five Years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>March 14, 1919—</i>			
Terminal elevators.....	30,094,472	8,828,334	38,922,806
Interior terminals.....	2,575,848	2,909,384	5,485,232
Public elevators in the East.....	12,070,075	1,867,866	13,937,941
Afloat.....	428,157		428,157
Total.....	45,168,552	13,605,584	58,774,136
<i>March 15, 1918—</i>			
Terminal elevators.....	5,146,113	7,675,968	12,822,081
Interior terminals.....	1,868,550	4,001,650	5,870,200
Public elevators in the East.....	3,827,097	2,448,618	6,275,715
Afloat.....	2,691,868		2,691,868
Total.....	13,533,628	14,126,236	27,659,864
<i>March 16, 1917—</i>			
Terminal elevators.....	23,362,133	13,604,454	36,966,587
Grain afloat.....	89,245	101,331	190,576
Interior terminals.....	5,135,061	2,758,566	7,893,627
Public elevators in the East.....	3,090,385	3,902,925	6,993,310
Total.....	31,676,824	20,367,276	52,044,100
<i>March 17, 1916—</i>			
Terminal elevators.....	24,142,569	11,837,829	35,980,398
Afloat.....	4,903,437	1,347,915	6,251,352
Interior terminals.....	2,447,386	974,311	3,421,697
Public elevators in the East.....	4,305,217	3,303,635	7,608,852
Total.....	35,798,609	17,463,690	53,262,299
<i>March 18, 1915—</i>			
Terminal elevators.....	6,640,585	4,011,270	10,651,855
Afloat terminals.....	283,132		283,132
Interior terminals.....	1,389,433	726,153	2,115,586
Public elevators in the East.....	2,424,457	2,182,814	4,607,271
Afloat.....	113,441		113,441
Total.....	10,851,048	6,920,237	17,771,285
<i>March 19, 1914—</i>			
Terminal elevators.....	11,418,382	8,537,189	19,955,571
Afloat terminals.....	4,083,630	3,310,060	7,393,690
Public elevators in the East.....	2,918,469	2,412,892	5,331,361
Afloat.....	110,719		110,719
Total.....	18,531,200	14,260,141	32,791,341

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending March 14, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.	910,369		34,372	944,741
C.P.R., West St. John, N.B.	1,365	266,832		268,397
Government Elevator, Port Colborne, Ont.				
Aberdeen Elevator, Midland, Ont.	351,700	85,074	17,375	454,149
G.T.R., Depot Harbour, Ont.				
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,514	97,875		862,389
Quebec Harbour Commissioners, Quebec	553,612			553,512
Maple Leaf Milling Co., Port Colborne, Ont.				
Harbour Commissioners No. 1, Montreal, Que.	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.	416,325	33,654	71,008	520,987
Halifax, N.S., C.G.R.				
Port McNicol, C.P.R.	2,415,983	39,264		2,455,247
Goderich Elevator and Transit Co.				
Midland Elevator Co., Midland, Ont.	87,000	664,200		751,200
Canadian Nat. Ry. Elevator, St. John, N.B., ...	8,313	234,467		242,780
Total	6,614,424	1,421,523	122,755	8,158,702

IMPORT TRADE OF NORWAY.

(Trade Commissioner Norman L. Anderson, in the United States Commerce Reports.)

Owing to the limited natural resources of Norway, Norwegian imports usually exceed exports by 40 to 50 per cent, the balance being made up by the merchant marine carrying for other nations. Thus, in 1913 total imports were valued at 552,320,900 crowns, while exports of Norwegian goods were valued at 380,912,100 crowns. In 1914, 1915, and 1916 (the last year for which statistics are available), imports were valued at 567,276,900, 867,967,800, and 1,353,664,900 crowns, respectively, and total exports at 394,390,000, 660,996,400, and 975,475,600 crowns, respectively, the large increases being due to much higher prices for imported and exported commodities.

Imports are both for consumption and for purposes of manufacture. Cereals, groceries (including coffee, sugar, and tobacco), meats, and other foodstuffs are imported normally to a value of 125,000,000 crowns. Textiles were imported before the war to a normal value of 45,000,000 crowns, being chiefly woollen and cotton goods and yarn. Of raw materials, coal, hides and skins, iron and steel, cotton, wool, hemp, petroleum, linseed oil, etc., are all used in Norwegian industry to supply domestic needs. Of the normal imports of cereals, about half comes direct from Russia, chiefly from ports on the Black sea; more than one-quarter from Germany, in transit from southern Russia; and the rest chiefly from the United States, Denmark, and Roumania. Textile goods are imported chiefly from Germany (especially woollens) and Great Britain (chiefly cotton and woollen goods). Of groceries, more than half normally comes from Germany, and some from the Netherlands, Great Britain, and other countries, the bulk being bought abroad by Germany and re-exported to Norway and the rest of the Baltic region. Coal comes exclusively from Great Britain. Manufactured and unmanufactured metals come chiefly from Great Britain, Germany, Sweden, Belgium, and Holland. Steamships are imported from Great Britain; machinery chiefly from Germany, Great Britain, and Sweden; meat from Great Britain, Sweden, United States, and Denmark; and wines and liquors from Germany, Spain, France, and Portugal.

Quantity of Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending March 21, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,666,592	600,803	535,711	664	100,051	4,904,121
Consolidated Elevator Co.	1,408,146	29,839	62,688	8,933	5,299	1,514,905
Empire Elevator Co.	1,235,160	123,148	116,227	47,026	8,033	1,529,594
Ogilvie Flour Mills Co.	1,179,676	41,370	218,302		229	1,439,577
Western Terminal Elevator Co.	1,701,151	36,304	36,831	64,927	5,120	1,844,332
G. T. Pacific.	4,806,005	391,512	290,764	67,888	12,787	5,568,956
Grain Growers' Grain Co.	1,181,099	447,090	424,841		31,340	2,084,370
Fort William Elevator Co.	1,012,040	311,286	134,939	35,179	18,015	1,511,459
Eastern Terminal Elevator Co.	1,067,417	59,287	125,693		15,010	1,267,407
Northwestern Elevator Co.	815,325					815,325
Port Arthur—						
Port Arthur Elevator Co.	5,455,242	716,094	1,110,129		56,469	7,337,934
Sask. Corp. Elev. Co.	2,194,453	173,971	133,677	88,022	35,053	2,626,076
Canadian Government Elevator.	2,075,851	494,550	176,181	107,947	33,465	2,887,994
Account Imperial Government.				2,113		2,113
Thunder Bay.	913,042	167,467	147,936	35,487	3,753	1,267,685
Davidson & Smith.	607,460	226,098	236,611		2,717	1,072,886
Eastern Richardson.	1,268,247	130,445	84,760	33,569	173,702	1,690,723
Total terminal elevators	30,587,206	3,949,264	3,835,290	492,655	501,034	39,365,458
Saskatoon Can. Government Elevator..	462,566	1,097,045	127,979	2,101	†4,501	1,694,192
Moosejaw Can. Government Elevator..	996,005	499,027	73,722	5,925	†1,763	1,581,214
Calgary Can. Government Elevator....	835,677	737,386	126,722	995	†5,958	1,728,741
Vancouver Can. Government Elevator.	215,639	148,269	544	219	22,003	364,671
Total interior terminal elevators	2,509,887	2,481,727	328,967	9,240	33,997	5,368,818
Depot Harbour.....	144,629					144,629
Midland—						
Aberdeen Elevator Co.	434,157					434,157
Midland Elevator Co.	1,217,508				106,373	1,324,181
Tiffin, G. T. P.	929,545					929,545
Port McNicoll.	847,518	1,045	106,974			955,537
Collingwood.	146,098					146,098
Goderich—						
Elevator & Transit Co.	927,465					927,465
Western Canada Flour Mills Co., Ltd.	553,999					553,999
Elevator & Transit Co. afloat.	241,605					241,605
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.	1,413	19,982				21,395
Port Colborne Dom. Gov't. Elevator ..	1,633,650					1,633,650
" Maple Leaf Mill'g Co., Ltd.						
Prescott.....						
Montreal—						
Harbour Commissioners No. 1	2,378,655	64,322	213,424			2,656,401
" No. 2 ..	244,811	635,811	359,412			1,240,044
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners.	925,495	212,543	3,045			1,141,083
West St. John, N.B.	65,712	15,406	111,974			193,092
Halifax, N.S.	150,188					150,188
St. John, N.B., Can. Nat. Ry.	136,584					136,584
Total public elevators	12,129,485	949,119	794,829		106,373	13,979,806
Total quantity in store	45,226,578	7,380,110	4,959,086	501,895	646,413	58,714,082

+ Corn

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended March 21, 1919.**

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard.....	52,261	175,637		207,898
No. 1 Northern.....	8,694,536	1,766,781	5,337,147	15,798,464
No. 2 ".....	4,520,875	176,852	2,215,618	6,913,345
No. 3 ".....	5,346,919	89,536	1,648,876	7,085,331
No. 4 Wheat.....	4,814,753	14,183	1,261,164	6,090,100
No. 5 ".....	2,518,327	21,378	658,092	3,197,797
No. 6 ".....	3,329,644	1,040	138,438	3,469,122
Other.....	1,329,891	86,917	870,150	2,286,958
Australian.....		177,563		177,563
Totals.....	30,587,206	2,509,887	12,129,485	45,226,578
Oats—				
No. 1, C.W.....	1,797	1,455	1,903	5,065
No. 2, ".....	282,229	413,590	66,820	762,639
No. 3, ".....	579,523	346,937	45,515	971,975
Ex. No. 1 Feed.....	398,130	445,289	123,052	966,471
No. 1 Feed.....	460,800	520,180	152,281	1,132,261
No. 2 ".....	1,330,112	600,819	101,006	2,031,937
Other.....	896,763	153,457	458,542	1,508,762
Totals.....	3,949,264	2,481,727	949,119	7,380,110
Barley—				
No. 3 extra C.W.....	1,139			1,139
No. 3 C.W.....	1,349,136	95,798	228,474	1,673,368
No. 4 ".....	1,603,545	132,213	179,201	1,914,959
Feed.....	280,690	24,871	22,792	328,353
Rejected.....	341,595	35,787	229,297	606,679
Other.....	259,185	40,338	135,065	434,588
Totals.....	3,835,290	328,967	794,829	4,959,086
Flax—				
No. 1 Northwestern Canada....	1,169	257,404	5,907	264,500
No. 2 C.W.....	527	153,204	1,863	155,594
No. 3 ".....	397	68,457	765	69,619
Rejected.....			58	58
Acct. Imp. Govt.....			207	207
Other.....	11,477	440		11,917
Totals.....	2,113	490,542	9,240	501,895
Rye—				
No. 1 C.W.....		4,458		4,458
No. 2 ".....		314,213	19,060	383,284
Rejected.....		57,337	15,067	72,404
No Grade.....		79,818		79,818
Other.....		45,217	4,706	91,218
Totals.....		501,043	106,373	631,182
Corn.....		15,231		15,231
Total quantity in Store.....	39,365,458	5,368,818	13,979,806	58,714,082

**Quantity of Canadian Wheat and other Grain in Store at Terminal Elevators,
Interior Terminal Elevators, Public Elevators in the East and Afloat, on
March 21, 1919, with comparisons for five years.**

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>March 21, 1919.</i>			
Terminal Elevators.....	30,587,206	8,778,252	39,365,458
Interior Terminals.....	2,509,887	2,858,931	5,368,818
Public Elevators in the East.....	11,887,880	1,850,321	13,738,201
Afloat.....	241,605	.....	241,605
Total.....	45,226,578	13,487,504	58,714,082
<i>March 22, 1918.</i>			
Terminal Elevators.....	4,701,733	8,198,639	12,900,372
Interior Terminals.....	1,312,153	4,045,467	5,357,620
Public Elevators in the East.....	2,879,080	2,830,259	5,709,339
Afloat.....	2,691,868	.....	2,691,868
Total.....	11,584,834	15,074,365	26,659,199
<i>March 23, 1917.</i>			
Terminal Elevators.....	23,462,646	13,487,897	36,950,543
Afloat Terminals.....	89,245	101,331	190,576
Interior Terminals.....	4,824,418	2,750,199	7,574,617
Public Elevators in the East.....	2,472,021	3,415,648	5,887,669
Total.....	30,848,330	19,755,075	50,603,405
<i>March 24, 1916.</i>			
Terminal Elevators.....	25,528,440	12,162,513	37,690,953
Afloat Terminals.....	2,447,386	974,311	3,421,697
Interior Terminals.....	5,306,584	1,543,942	6,850,526
Public Elevators in the East.....	3,897,418	3,241,271	7,138,689
Total.....	37,179,828	17,922,037	55,101,865
<i>March 25, 1915.</i>			
Terminal Elevators.....	7,679,814	4,297,091	11,976,905
Afloat Terminals.....	283,132	.....	283,132
Interior Terminals.....	900,318	685,681	1,585,999
Public Elevators in the East.....	1,895,728	1,992,215	3,887,943
Afloat.....	113,441	.....	113,441
Total.....	10,872,433	6,974,937	17,847,420
<i>March 26, 1914.</i>			
Terminal Elevators.....	11,905,604	9,344,009	21,249,613
Afloat Terminals.....	4,083,630	3,310,060	7,393,690
Public Elevators in the East.....	2,665,027	2,541,290	5,206,317
Afloat.....	110,719	.....	110,719
Total.....	18,764,980	15,195,359	33,960,339

TEXTILE MARKET OF INDO-CHINA FALLING TO THE JAPANESE.

Consul Remillard states in the *United States Commerce Reports* that the textile market of Indo-China seems to have fallen almost entirely into the hands of the Japanese. Japanese agents in Saigon forwarded samples of piece-goods on sale in the local markets to their houses in Japan and received by return mail similar samples of Japanese goods with quotations 20 to 25 per cent lower than the same goods could be bought for elsewhere. By this method they soon established a practical monopoly. They were aided, also, of course, by the high freight rates from Europe and the lack of shipping facilities.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending March 21, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....	758,265		25,172	783,437
C.P.R., West St. John, N.B.....	108,756	222,821		231,577
Government Elevator, Port Colborne, Ont.....				—
Aberdeen Elevator, Midland, Ont.....	57,376	85,074	16,375	158,825
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....	112	157		269
Montreal Warehousing Co., Montreal, Que.....	764,514	94,787		859,301
Quebec Harbour Commissioners, Quebec.....	625,566			625,566
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.....	416,325	33,654	66,254	516,233
Halifax, N.S., C.G.R.....	103,128			103,128
Port McNicoll, C.P.R.....	2,427,620	39,264		2,466,884
Goderich Elevator and Transit Co.....				—
St. John, N.B., Canadian Nat. Ry. Elevator.....	8,313	272,117		280,430
Midland Elevator Co., Midland, Ont.....	160,000	664,200		824,200
Total.....	6,534,906	1,412,074	107,801	8,054,781

BRITISH TRADE COMMISSIONERS IN CANADA.

By a reciprocal arrangement between the British Board of Trade and the Canadian Department of Trade and Commerce, the *Weekly Bulletin* publishes inquiries received from British export houses which wish to open connections with Canada. Canadian importers who may desire to obtain specific articles of United Kingdom manufacture are invited to communicate with the British Trade Commissioner in Canada, 367 Beaver Hall Square, Montreal, or the British Trade Commissioner, Confederation Life Building, Toronto, who will be pleased to obtain and furnish catalogues and price lists of the principal United Kingdom firms manufacturing the goods required.

A firm of ship brokers in England wish to be placed in communication with Canadian firms who wish to appoint chartering or shipping agents in the United Kingdom. Address British Department of Overseas Trade, 367 Beaver Hall Square, Montreal, referring to No. A015.

WHALE MEAT AS FOOD.

Mr. Bigland, the member for Birkenhead, speaking to an amendment on the address in the British House of Commons, referred to whale meat as food. During the period of hostilities he (Mr. Bigland) has been placed in charge of all the oils in the Empire. In the course of 1917 he purchased on behalf of the British Government 600,000 barrels of whale oil. What did that mean in meat if they had been able to utilize it. According to scientists whale meat ought to make an excellent food. Surely that was a suggestion that the British Empire could make a fortune out of the fish food of the world. There was, as a matter of fact, enough fish in the waters of the British Empire to feed our people. He had gone into the subject, and was bold enough to say that in thirty years from to-day, with Government assistance and guidance, we should save 10,000,000 tons of fish per annum, and the paltry profit of one penny per pound would bring millions of pounds to the treasury in addition to providing a cheaper fresh food than known before.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

675. **Carriages.**—A St. John's, Newfoundland, concern makes inquiry for manufacturers of light road carriages.

676. **Harness.**—Manufacturers of driving harnesses are asked to communicate with a Newfoundland inquirer.

677. **School furniture.**—An important firm of builders and contractors in St. John's, Newfoundland, wishes to communicate with Canadian manufacturers of school furniture.

678. **Lumber.**—A St. John's, Newfoundland, firm is open to buy a carload of undressed birch and Douglas fir in sizes 1, 1½, 2 and 3 inches thick by 5 and 10 inches wide, for manufacturing purposes.

679. **Hardware.**—An experienced Canadian hardware man who served four years overseas as an officer wishes to return to the hardware business and would like to arrange with a group of Canadian manufacturers of different lines of hardware to represent them in England, France and Belgium.

680. **Chocolate and confectionery.**—A British firm of merchants wish to act as agents for Canadian manufacturers of chocolate and confectionery.

681. **Wheat.**—A grain elevator company in France wishes to get into touch with important Canadian shippers of wheat, with a view to handling large quantities.

682. **Rubber footwear, soles, etc.**—A London firm asks for the addresses of Canadian manufacturers of rubber footwear, soles, etc.

683. A firm of exporters in London, England, having a branch in Montreal and agencies in Yokohama and Kobe, Japan, South Africa, Paris and Brussels, wishes to get into touch with Canadian manufacturers desiring export business.

684. An export association in New York wishes to make arrangements with Canadian manufacturers for the production of large supplies of the following articles: Insulating compounds, rubber substitutes, linoleum-like substitutes, artificial leather, lacquers, varnish, vegetable and proteid products and artificial celluloid for distribution in Canada.

685. **Spools.**—A firm in France using large quantities of wooden spools for thread wishes to get into communication with Canadian manufacturers of small spools.

686. **Bobbins.**—A cotton thread manufacturer at Lille, France, wishes to get into touch with Canadian manufacturers able to supply wood bobbins.

687. **Ores.**—The London representative of a French metallurgical works is prepared to purchase Canadian ores suitable for treatment in electric furnaces, such as molybdenum, chrome, nickel, wolfram, etc., and invites offers from actual mine owners only, with samples, analysis, and quotations either c.i.f. Havre or United Kingdom ports.

688. **Chocolate and confectionery.**—A Belgian correspondent having a market for chocolate and confectionery asks for names of Canadian manufacturers open to ship to Belgium.
689. **Wall paper.**—Inquiry is made by a manufacturers' agent at Antwerp for names of Canadian paper manufacturers able to supply paper to be printed as wall paper.
690. **Engineers' tools, builders' hardware, etc.**—A London company of wholesale hardware, machinery and metal merchants is prepared to undertake the United Kingdom agency of Canadian manufacturers of engineers' tools, malleable fittings, bolts and nuts and builders' and general hardware.
691. **Bent trunk hoops.**—A London firm, who are in the market for large quantities of bent trunk hoops, invite quotations from Canadian manufacturers of same.
692. An Antwerp firm wishes to secure the agency for Belgium and Holland of Canadian pulpwood and pulp.
693. A commission merchant in Nassau, Bahamas, wishes to represent a Canadian manufacturer of burlap baling canvas.
694. **Wood-pulp.**—One of the oldest and most important papermakers of Italy desires to place orders in Canada for wood-pulp.
695. **Insulating material and mica.**—A firm of representatives in Milan, Italy, inquires for Canadian insulating material and mica.
696. A commission agent at Turin, Italy, seeks connection with English manufacturers of agricultural machinery, and haberdashery.
697. **Agency.**—A broker at Genoa, Italy, would handle on commission chemicals, hides and leather (raw and dressed), leather dressing materials, paints and varnishes, industrial oils, metals, textile fibres, oil seeds, codfish, cocoa, soaps, etc.
698. **Representation.**—A party at Florence, Italy, desires to represent manufacturers or exporters of paper, office sundries, leather and metal fancy goods, piece-goods, lining and linen, salted fish, colonials, tallows and fats, enamelled hollow-ware, lubricant oils, boots and shoes, paints, varnishes, etc.
699. **Paints, varnishes.**—A firm at Bologna, Italy, seeks connection with British manufacturers of paints, varnishes and aniline dyes.
700. **Piece-goods and drapery.**—A Genoa, Italy, representative requires agencies for piece-goods and drapery in general.
701. **Agency.**—A party at Florence, Italy, would represent on commission manufacturers of paper, office sundries, toys, piece-goods, salted fish, boots and shoes, leather articles in general, hollow-ware (enamelled), caps and hats.
702. **Agency.**—A Genoa, Italy, commission merchant would handle fish, linseed, cocoa, palm oil, oil seeds, oleine, mineral and lubricant oils, belting, metals, colours, etc., also castor oil.
703. **Agricultural machinery, marine motors.**—A party at Bologna, Italy, asks to be put in communication with manufacturers of agricultural machinery and marine motors (for launches).
704. **Jewellery.**—A jewellery dealer at Genoa, Italy, seeks connection with British manufacturers of jewellery in general.
705. **Refrigerating plant.**—A manufacturing company of Genoa, Italy, requires ice-making machinery, refrigerating plant.
706. **Textiles.**—A Bologna, Italy, representative seeks connection with manufacturers of woollen, coloured and fancy piece-goods, alpacas, woollen and cotton foulards, zephirs, etc.
707. **Agricultural machinery.**—A party at Cremona, Italy, would represent manufacturers and exporters of agricultural machinery, implements, sundries, etc.
708. **Dyes, leather.**—A Turin, Italy, representative seeks connection with manufacturers of dyeing material, skins, leathers, etc.
709. **Agency.**—A Genoa, Italy, commission merchant requires an agency for nitrates, hides and skins, oil seed, metals in general, tin-plates, etc.

710. **Representation.**—A party at Palermo, Italy, would represent manufacturers and exporters of haberdashery, groceries and spices, hides, piece-goods, etc.

711. **Agency.**—A party at Parma, Italy, would handle on commission foodstuffs, canned, dried, preserved meat, and fish, liqueurs, chemicals, sulphate of copper, caustic soda, soda ash, oils and fats for soapmaking and lubricating, paints and varnishes, etc.

712. **Boots and shoes.**—Bologna, Italy, agents wish to represent boot and shoe manufacturers.

713. **Textiles.**—A party at Bologna, Italy, seeks agencies for woollen yarns, needles, pins, cotton prints, etc., hosiery.

714. **Cement.**—Palermo, Sicily, manufacturers require machinery for making Portland cement.

715. A Turin, Italy, merchant requires woollen piece-goods, ditto linen and cotton, furniture piece-goods, lace, veils, tulles, etc.

716. **Agency.**—A Turin, Italy, representative would handle on commission films, photographic paper, writing paper, advertising cards, Christmas post cards, etc.

717. **Drapery.**—A Genoa, Italy, representative with long experience would represent manufacturers of lace, piece-goods and drapery in general.

718. **Pneumatic tubes.**—A Rome engineer inquires for manufacturers of pneumatic despatch tubes for banks, ministries, post offices, etc.

719. **Agency.**—A party at Prato, Tuscany, would handle on commission chemicals, leather belting, machinery accessories (textile industry).

720. **Agency.**—A Genoa, Italy, representative would handle on commission piece-goods in general and haberdashery.

721. **Breadstuffs, salmon, etc.**—A firm in Stockholm, Sweden, recommended by the Royal Consulate General of Sweden in Canada, would like to get into communication with Canadian exporters of breadstuffs, salmon, etc.

722. A native of Denmark speaking the three Scandinavian languages, who has lived in Canada for some years and has had a wide commercial experience, proposes to visit Denmark, Sweden and Norway for the purpose of developing a trade in Canadian products. He would like to arrange to represent Canadian manufacturers of different lines.

723. **Woodenware and hardware.**—The representative of a London company now in New York is desirous of hearing from Canadian manufacturers of kitchen and domestic woodenware and hardware, able to fill export orders.

724. **Minerals.**—An English firm possessing an established connection among buyers would be glad to hear from Canadian producers wishing to secure an export outlet for Cobalt metal, Cobalt oxide, nickel, nickel matte, molybdenum concentrates, ferro-molybdenum, ferro-silicon, ferro-vanadium, vanadic oxide and concentrates, silico-manganese, silico-manganese aluminium, ferro-chrome, and chromite concentrates, including lead ores and concentrates, pig-lead, copper, other metalliferous ores, ferro and nonferrous alloys, also graphite. Full particulars at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

725. **Iron and steel.**—A firm in the north of England which has been importing steel blooms, billets, slabs, sheet bars, wire rods, etc., would be glad to consider propositions from actual Canadian manufacturers.

726. **Electric motors and dynamos.**—A London electrical company wishes to hear from Canadian manufacturers of electric motors and dynamos, both direct and alternating current.

727. A firm of British importers wishes to get in touch with Canadian manufacturers of domestic and other woodenware with a view to arranging for the purchase of regular supplies. A member of the firm contemplates visiting Canada and the United States before long.

728. **Wood-pulp paper.**—A British firm wishes to get in touch with a Canadian manufacturer of wood-pulp paper suitable for a foundation for roofing felt and paper suitable for underlining carpets.

729. Manufactured goods.—A firm of British sales agents for American manufacturers having branches in London and Paris wishes to secure supplies of Canadian manufactured goods in the following lines: Household hardware, ironmongery, woodenware, tools, tobacconists' goods, brushware, stationery and school supplies, toys, working gloves, restaurant supplies, shoe sundries, shoe grindery (articles for shoe manufacture), lamps.

730. Railway timber.—A British firm wishes to get in touch with Canadian manufacturers of railway timber for sleepers, telegraph poles, etc.

731. Cement.—A firm in Leith, Scotland, wishes to get supplies of Canadian cement.

732. Handles.—A Manchester firm is open to purchase hammer, pick, shovel, spade and small tool handles. Prices should include delivery Manchester.

733. Skewers.—A Manchester firm is open to import skewers.

734. Washboards.—A Manchester firm inquires for illustrations and prices of washboards delivered Manchester.

735. Foodstuffs.—A merchant house at Paris, France, stated to have important connections in France, Morocco, Tunis and Egypt, desires to get into touch with Canadian manufacturers and shippers of foodstuffs of all kinds wishing to develop export business in those markets.

736. Canned fruit.—A correspondent at Ghent, Belgium, wishes to get into touch with Canadian packers of canned fruit open to appoint an agent in Belgium.

737. Paper.—A London firm asks for names of Canadian manufacturers of paper of all kinds.

738. Asbestos slates and slabs.—A firm in the Midlands of England asks to be placed in communication with Canadian manufacturers of asbestos slates and slabs.

739. Crude asbestos.—A Belgian correspondent, at present in England, wishes to get into touch with Canadian producers of crude asbestos seeking business in Belgium and the Netherlands.

740. A merchant in Milan, Italy, wishes to get into communication with Canadian dealers in raw furs for export.

741. A Scotch engineer who served as an officer for over four years with the Canadian forces in France proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

742. A merchant in Antwerp, Belgium, who is a member of the bourse of Antwerp, wishes to secure Canadian supplies of leaf tobacco, dried and preserved fruits, wool and grain. He is in daily attendance at the bourse and has had satisfactory business relations with Canada prior to the war.

743. Exports to India.—The London representative of an Indian trading company will shortly visit Canada with a view to investigating the possibilities of purchasing Canadian manufactured goods for shipment to India, and would be glad to hear from Canadian manufacturers of the following articles: Cotton, woollen and silk goods, hardware, steel and metals, chemicals, boots and shoes, draw handles, bolts, nuts, hooks, padlocks, keys, sewing needles, lanterns, lamps, glass, clocks and watches, sulphur and safety matches, leather and imitation leather, buttons, soap, paints and enamels, playing cards, Portland cement.

744. Brushes of all kinds.—A London company is desirous of securing the buying agency for the United Kingdom of a first-class Canadian manufacturer of hair, cloth, tooth, and nail brushes, also household brushes and brushware of all descriptions.

SHIPMENT OF RICE FROM INDIA RESTRICTED.

(*Vice-Consul Charles M. Haywood, in the United States Commerce Reports.*)

In view of the necessity of conserving rice for local consumption, on account of the shortage of the harvest, due to lack of rain, the Government of India has decided to prohibit the exportation of rice from India except to those countries which, on account of including a considerable Indian population and having been dependent in the past on India as the nearest source of supply, must be regarded as possessing a superior claim on the balance of the rice crop not required in India or the United Kingdom. Accordingly, no licenses will be granted for the shipment of rice on private account except to the following: Aden, Egypt, Ceylon, Straits Settlements, Federated Malay States, Mauritius, Seychelles, Reunion, Zanzibar, East Africa, South Africa, Persia, and Red Sea and Persia Gulf ports. Exports to these places will be limited to a quantity representing a substantial reduction on the average shipments of recent years. For the present, therefore, the exportation of rice from India will not be permitted to the United States, Australia, Canada, Dutch East Indies, Japan, and China, and places not mentioned as excepted under the prohibition.

NOTE.—The export of rice from the Dutch East Indies is also prohibited.

THE WORLD'S WHEAT SUPPLY.

(*The National Food Journal.*)

Sir James Wilson, of Edinburgh, formerly delegate for the British Empire at the International Institute of Agriculture at Rome, in a report on the world's supply of wheat, forecasts that by the autumn the price of English wheat may be as low as 40s. a quarter.

As regards the exporting countries of the world, which before the war had, on the average, a net export of 17,000,000 tons, it has been estimated that, after allowing for their probable consumption on something like their pre-war scale, the countries hitherto open will be able to spare for this year's harvests 14,700,000 tons, making altogether, with the exportable surplus of old wheat, a total of 24,700,000 tons available for export before August 1 next. He says that as the estimate of the world's net imports this year is 16,400,000 tons, it follows that on August 1 next these open exporting countries will have some eight and one-half million tons of old wheat still available for export—enough to meet the normal demand of all the importing countries in the world for six months, and a much larger carry-over of exportable surplus than the world ever possessed on the corresponding date in time of peace.

Sir James Wilson argues that if wheat from the other exporting countries can soon be landed in Europe at less than 60 shillings a quarter, and freight from America soon goes down to 3 shillings a quarter, then the price in New York may soon go down to below 57 shillings a quarter, and in Chicago to not much over 50 shillings, as compared with the pre-war price of 80 shillings. If the other exporting countries find it to their interest to accept prices not much above pre-war prices, and their wheat reaches Europe at a total cost of 50 shillings, or less, the price at Chicago may go down to about 40 shillings a quarter, more especially if the present prospect of something like a "record" harvest in the United States next July becomes assured. In Britain the Government is still selling foreign wheat at 80 shillings a quarter, although, according to Mr. Hoover, it has till recently cost 107 shillings a quarter to import it from America, the difference being paid by the British taxpayer as part of the cost of supplying the British consumer with a 9-pence loaf. Sir James Wilson says that the price of wheat in Britain must soon be allowed to fall to the level established by the law of demand and supply, and it may, therefore, soon, perhaps by June, fall to 60 shillings a quarter, or even, if the prospect of a very large world's wheat harvest becomes assured, to less than 50 shillings a quarter. By September English wheat may be selling at 40 shillings a quarter.

LUMBER SHORTAGE IN ITALY.

(Consul General David F. Wilber, in United States Commerce Reports.)

There has been a great shortage of lumber during the entire period of Italy's participation in the war. Switzerland has furnished about 75 per cent of the imports of rough-hewn lumber and about 80 per cent of the squared or lengthwise sawn, the United States supplying about 12 per cent of the latter. It should be stated that the arrivals of squared timber, which were in 1914 no less than 960,703 tons, diminished in 1915-17 to an average under 250,000 tons.

The scarcity and high price of fuel led to a serious cutting down of the olive trees, thereby injuring one of Italy's greatest export industries, that of olive oil, especially in Liguria. Though the cutting has now stopped, it is feared that the damage will not be easily repaired.

There should be pitch-pine lumber needed for construction purposes following the partial suspension of building operations, but at present new enterprise halts, owing to the unsettled conditions.

DEMAND FOR AGRICULTURAL IMPLEMENTS IN MESOPOTAMIA.

(The Near East.)

It is evident that the great agricultural activity in Mesopotamia has had a stimulating effect on agriculturists and farmers throughout Asia Minor, for there are indications on all sides of a desire to cultivate land according to modern methods. But there are no implements or machinery available, and accordingly there is a great opening for all kinds of such articles in the regions that were liberated from the Turks.

Ploughs are most needed, and manufacturers or merchants who can export them now for the Syrian and Palestine markets may be sure of very satisfactory results. Tractors, power ploughs, and sowing machines can also be easily disposed of at any time, but care should be taken in regard to the type of implements that are sent to those regions. In Asia Minor rain is unknown, or at least, phenomenal between April and October, so that it is easy to form an idea of how a plough, for instance, will have to be built, in order to be able to turn up the soil of the sun-hardened surface.

TRACTION PLOUGHS PREFERRED.

Although the hand plough is still much used, the traction, or mechanical, plough is greatly preferred by those who happen to see it at work, especially landowners. The great dearth of draft animals and the lack of labourers will make machine traction absolutely necessary for scientific farming. This necessity is already noticeable among the ordinary farmers and small holders.

The difficulties in dealing with the soil begin with the ploughing. The ploughs really serviceable in Anatolia and the rest of Asia Minor must be fitted with special devices for the purpose of disposing of the weeds which grow very quickly and abundantly, and must have cutting devices which can be used on level ground. In certain parts of the hinterland in Anatolia, the indolence of the rural population as well as the stony surface undergrown with roots must be taken into consideration, and it is easy to conceive that only very strong and solid machines can hold their own in such markets. The Germans studied the conditions of that region very thoroughly and offered local agriculturists what they wanted and what was suitable for their purposes; hence the commercial and engineering successes of Germany in the past and the opportunities for other countries now.

ARGENTINE FOREIGN TRADE FOR 1918.

Commercial Attaché Robert S. Barrett, of Buenos Aires, states in the *United States Commerce Reports*, that the total foreign trade of Argentina for 1918 amounted to \$1,261,633,349 (United States currency). Imports totalled \$464,064,709; exports \$797,568,640, leaving a balance of \$333,503,931 in favour of Argentina. The quantity of imports was the lowest in fifteen years, but the quantity and value of exports were the highest figure in Argentine history.

COMMERCIAL ACTIVITY IN NORWAY.

(*The British Export Gazette.*)

There are abundant indications in Norway that heavy buying will take place in all lines of manufactured goods, as well as raw materials, the instant war restrictions are removed and adequate shipping is available. Machinery, motor cars, plumbing and sanitary appliances, office furniture, drugs and chemicals, soap, and perfumery are among the goods which will be in chief request, and cotton and wool among the raw products. In regard to the last, Norwegian factories have for a long time been working on part time only, as a result of scarcity of materials, all manufacturers having had to submit to a system of rationing. But Norway does not merely expect to return to pre-war conditions in her industries. In spite of the war, manufacturers have both increased in number and in the variety of their undertakings during the past four years, and it may be anticipated that with the return of normal conditions the industrial activities of the country will be much wider in scope, and the volume of production far greater than before the war.

CALCIUM-CARBIDE AND OTHER SUBSTITUTES FOR MANGANESE.

(*British Board of Trade Journal.*)

Prometheus writes that the scarcity of manganese caused by the war has neither paralyzed nor even seriously impeded the German iron industry, thanks to the fact that German iron-masters have succeeded in discovering a substitute for manganese. The German-Luxembourg Mining and Smelting Company have discovered the possibility of replacing a very large proportion of the manganese required in the Thomas Process of calcium-carbide, which is produced in adequate quantities in Germany.

Quite recently the Hasper Iron and Steel Works have been again employing an old process, which was designed to save manganese, but which was given up many years ago, because the cheapness and plentifulness of manganese made it unprofitable. This old process has now been so greatly improved that it enables iron to be produced at from 2 to 3 marks a ton cheaper than is possible by the calcium-carbide process, and reduces the amount of manganese required to the following proportions:—

	Kilogrammes.
(a) Ferro-Manganese (containing 30 per cent manganese + 70 per cent iron)	2
(b) Iron	998
	1,000 kg. = 1 ton.

The new process has been placed gratis at the service of the Federation of German Smelters, by the Hasper Works, so that it can be made available for all German iron works. It will thus be possible to spin out to the maximum limit Germany's stocks of manganese.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskeya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta, Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915) \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly ;
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.,
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1912, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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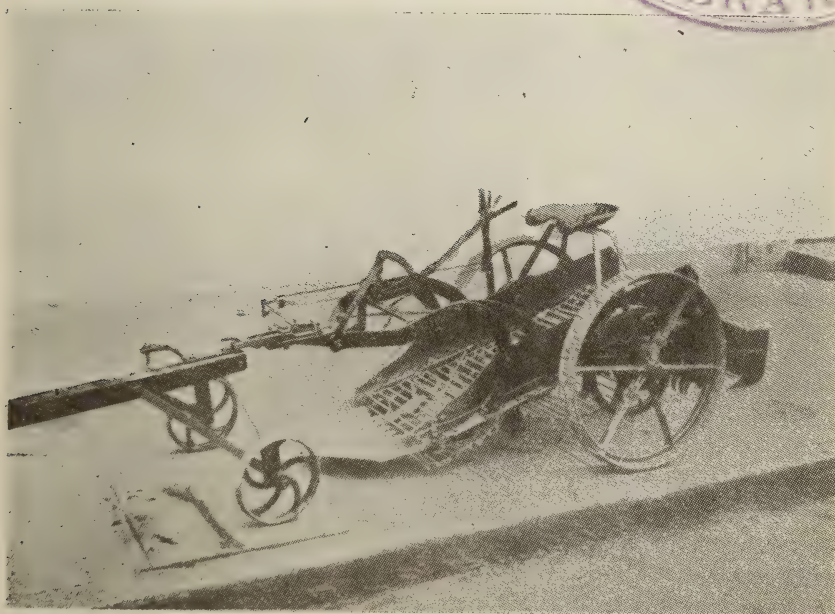
No 792.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Machine potato digger adapted for harvesting peanuts. (See p 606.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, April 7, 1919.

No. 792

WAR MEASURES—CANADA.

Restricted Exports—Modifications.

Referring to Customs Memorandum 2172-B and subsequent memoranda passed under the authority of the War Measures Act, 1914, and prohibiting exportation of goods from Canada, the following regulations have been approved by the Canadian Trade Commission, Ottawa, to whom has been transferred by Order in Council all functions, powers and duties heretofore vested in the War Trade Board and the Canada Food Board relating to licenses for exports from Canada.

(It is to be noted, however, that these regulations do not in any way affect the various proclamations regarding trading with the enemy, nor such shipments to Switzerland as are required to be consigned to the Société Suisse de Surveillance Economique.)

REGULATIONS.

1. For export to the United States, the United Kingdom, France (including Alsace and Lorraine), Belgium, Italy, Japan, and their possessions and protectorates, collectors of customs at ports of exit may, by endorsement of the usual shipper's export entries, license shipments of all commodities except the following:—

Gold coin,
Gold bullion,
Fine gold bars,
Canadian silver coin,
Silver bullion,
Fine silver bars,
Cinchona bark and products,
Quinine and its compounds,
Cocaine,
Opium,

Opium gum and its products,
Wheat,
Wheat flour and farina,
Butter,
Cheese,
Sugars,
Syrups and molasses,
Mill screenings and screenings of grain,
Canned salmon.

2. Individual licenses shall be required for export of the following goods to all destinations:—

Gold coin,
Gold bullion,
Fine gold bars,
Canadian silver coin,
Silver bullion,
Fine silver bars,
Cinchona bark and products,
Quinine and its compounds,
Cocaine,
Opium,

Opium gum and its products,
Wheat,
Wheat flour and farina,
Butter,
Cheese,
Sugars,
Syrups and molasses,
Mill screenings and screenings of grain,
Canned salmon.

3. Individual licenses shall also be required for all prohibited exports to destinations other than the United States, the United Kingdom, France (including Alsace and Lorraine), Belgium, Italy, Japan, and their possessions and protectorates.

4. Applications for licenses to export the various forms of gold and silver above mentioned to be addressed to the Deputy Minister of Finance, Ottawa.

5. Applications for licenses to export wheat to be addressed to the Chairman, Board of Grain Supervisors, Winnipeg.

6. Applications for licenses to export all other goods to be addressed to the Canadian Trade Commission, Ottawa.

7. Shipments of goods on the prohibited list, when the value of no one commodity exceeds \$100, may be licensed by the endorsement of the collector of customs at the point of exit on the usual shippers' export entry.

8. In the case of shipments by parcel post when the value of no one commodity exceeds \$100, postmasters may accept same for transmission without license.

Restricted Imports—Regulations Amended.

(1) The Canadian Trade Commission, to whom has been transferred by Order in Council all functions, powers and duties heretofore vested in the War Trade Board relative to licenses for imports to Canada, have approved a general license permitting importation of all commodities restricted from importation by the War Trade Board during the war, except foodstuffs.

(2) Except for the foodstuffs designated below, the general license covers foodstuffs from the Western Hemisphere, United Kingdom, British possessions and protectorates, China, Japan and other Oriental East Indian and African countries, France, Belgium, Portugal, Italy, Greece, Montenegro, Serbia, and their possessions and protectorates.

(3) The foodstuffs above referred to are as follows, viz.:—

Macaroni.
Vermicelli.
Spaghetti.
Wheat flour.
Wheat.
Sugars.

Importers of the above commodities require to obtain a license from the Canadian Trade Commission, except for wheat.

(4) Importers of wheat are still required to make application for license to the Board of Grain Supervisors, Winnipeg.

(5) Imports from Norway, Sweden, Denmark, Holland, Roumania, Russia, Switzerland and Spain still require import license for all foodstuffs.

(6) The foregoing modification of restrictions on imports affects only such restrictions as were imposed by the War Trade Board. The regulations governing prohibition of imports, such as liquors, etc., still remain in force.

(7) The enemy trading Act precludes the importation of all commodities from enemy countries or enemy traders.

(8) Collectors of customs in Canada are instructed to accept customs entries without further license for commodities as provided for in paragraphs 1 and 2 of the foregoing instructions.

THE CANADIAN TRADE COMMISSION.

All functions and powers relating to licenses for export of any commodity from Canada, formerly vested in the War Trade Board and the Canada Food Board, have been transferred by Order in Council to the Canadian Trade Commission. Proclamations on Trading with the Enemy are still in force. The inclusion of a commodity in a restricted or prohibited list of imports does not necessarily preclude its export from Canada, but the consignee must obtain an import license from his own Government.

A cablegram received on March 31 from the Canadian Mission in London states that notwithstanding certain orders of the British Army Council, leather from Canada may be imported under general license.

The Canadian Trade Commission has added to the list of goods which may not be exported by a simple endorsement of shipper's export entry: Cinchona bark and products; quinine and its compounds; cocaine; opium; opium gum and its products.

SUGAR CROP OF THE WEST INDIES IN 1918.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, March 13, 1919.—Last year throughout the West Indies weather conditions were not favourable to sugar-cane cultivation. In the northern islands—St. Kitts, Antigua and St. Lucia—the crop suffered from a prolonged drought, and in Barbados conditions were much the same though the drought was not so severe. In the two previous years the quantity of sugar and molasses exported, equated in terms of sugar, reached about 300,000 tons for each year; but the showing last year was some 50,000 tons less. Prospects for 1919 are brighter, and it may be that the exports will again reach 300,000 tons, though the estimates at present are not quite so optimistic.

The following statement gives the quantity of sugar exported last year and an estimate by the superintendents of agriculture of the various islands of the crop available for export for the present year. The figures include molasses equated to sugar:—

	Exports, 1918.	Estimate, 1919.
Barbados...	60,821	75,000
St. Kitts...	9,102	10,000
St. Vincent...	250	250
Trinidad...	34,109	50,000
Antigua...	11,816	13,106
Jamaica...	34,188	38,000
British Guiana...	100,000	100,000
St. Lucia...	3,139	4,867
Total tons...	253,425	291,223

SUGAR AND MOLASSES SHIPPED DURING 1918.

Sugar.

Countries—	Dark Crystals.	Yellow Crystals.	White Crystals.	Muscovado
Great Britain...	2,397	.....	.....	8,465
British West Indies...	496	30	121	567
Bermuda...	386	20	11	383
Canada...	17,076	.....	.....	1,076
French West Indies...	3	.....	.....	—
Dutch West Indies...	1	.....	.....	—
Italy...	60	.....	.....	—
Newfoundland...	402	180	158	600
United States...	.....	.....	.....	—
Virgin Islands of United States...	657	10	.....	97
Total tons...	21,478	240	290	11,190

Molasses.

Countries—	Fancy.	Choice.	Vacuum Pan.
Great Britain...	911,657	356,190	284,417
Bermuda...	4,447	2,163	—
British West Indies...	2,122	.....	1,944
Canada...	5,658,097	67,894	55
Newfoundland...	496,691	857,021	—
United States...	2,040,600	.....	211
British Guiana...	.....	.....	100
Total gallons...	9,113,614	1,283,268	286,727

MOLASSES SITUATION IN BARBADOS.

As is well known to the trade in Canada, Barbados has been shipping three grades of molasses: Choice, Fancy and Extra Fancy. Last year one of the estates manufactured for the first time a superior molasses by a process similar to that by which Vacuum Pan had been formerly made, but was in fact of higher grade. In 1912 an Act was passed in the Legislature of Barbados "to prohibit the admixture of Vacuum Pan molasses with Fancy or Muscovado," considered at the time to be in the interests of the molasses industry. With the advent of this better quality of Vacuum Pan it was found necessary to repeal the Act of 1912 and pass another safeguarding the industry in the same manner from injurious mixing, but providing that it shall be lawful for any person "to sell or export under the brand of grocery molasses any Vacuum Pan molasses having an apparent quotient of purity of not less than 55 per cent unmixed with any other molasses or other substance except clarifying agents."

The manufacturers of this molasses claim that it is purer and better than Choice, being obtained from high-grade grocery sugars, whites and straws, by a process similar to that followed in obtaining Choice molasses from Muscovado. A clarifying process then follows which eliminates a good deal of extraneous matter, the resultant being a pure, clean food of good colour and taste, and an additional claim is made for it that it is not subject to souring to the same extent as Choice.

ANALYSIS OF GROCERY MOLASSES.

The government chemist publishes the following analysis of the above molasses from a sample submitted by one of the shippers:—

Water...	24.47
Sucrose...	49.86
Glucose...	14.81
Ash...	1.68
Organic matter...	9.18
	100.00
Beaume...	42.5
Specific gravity...	1.407
Polarization...	46.4
Apparent quotient of purity...	59.0

ACT DEFINING AND GOVERNING QUALITY OF GROCERY MOLASSES.

As Canada is importing nearly all its molasses from Barbados, the Act which defines and governs the quality and export of grocery molasses should be known to the trade, and the chief provisions are given hereunder:—

In this Act

- (a) the expression "Fancy" or "Extra-Fancy" molasses shall mean cane juice evaporated to the consistency of syrup by a process in which the final evaporation of the cane juice is effected in an open vessel;
- (b) the expression "Choice Molasses" shall mean molasses separated from sugar made by a process in which the final evaporation of the cane juice is effected in an open vessel;
- (c) the expression "Vacuum Pan Molasses" shall mean molasses separated from sugars made by a process in which the final evaporation of the cane juice is effected in a Vacuum Pan.

If any person

- (a) mixes or orders or permits any other person to mix Fancy or Extra-Fancy molasses with Vacuum Pan molasses with intent that such mixture may be sold or exported as Fancy or Extra-Fancy molasses, or sells or exports such mixture as Fancy or Extra-Fancy molasses; or
- (b) mixes or orders or permits any other person to mix Fancy or Extra-Fancy molasses, with Choice molasses; or
- (c) mixes or orders or permits any other person to mix Choice molasses with Vacuum Pan molasses with intent that such mixture may be sold or exported as Choice molasses, or sells or exports such mixture as Choice molasses; or

- (d) mixes or orders or permits any other person to mix Vacuum Pan molasses with cane juice or partially evaporated cane juice and manufactures the same into a marketable liquid product with intent that such liquid product may be sold as Fancy or Extra-Fancy or Choice molasses, or sells or exports any such liquid product as Fancy or Extra-Fancy or Choice molasses;

he shall be liable to a penalty not exceeding five hundred pounds for the first offence and for the second or any subsequent offence shall be liable on summary conviction to be imprisoned for a period not exceeding six months with or without hard labour.

If any person sells or exports any Vacuum Pan molasses, either pure or mixed with Fancy, Extra-Fancy or Choice molasses, or with any marketable liquid sugar-cane product similar in appearance thereto, in any package not branded or marked in a legible and conspicuous manner "V. P. Molasses," he shall be liable to the penalties for a first and second offence mentioned in the last preceding section. Provided always that it shall be lawful for any person to sell or export under the brand of Barbados Grocery molasses, any Vacuum Pan molasses, having an apparent quotient of purity of not less than 55, which has drained from Vacuum Pan crystal sugar made from pure cane juice unmixd with any molasses or other substance during or after manufacture excepting decolourizing and clarifying agents.

Every exporter of liquid sugar-cane produce in packages on which are marked, either alone or in conjunction with other words of description, the words "Fancy," "Extra-Fancy," "Choice" or "Barbados Grocery Molasses," shall either by himself or his agent prior to shipment make a declaration in writing before the Comptroller of Customs stating the number and contents of such packages, and the fact that he has no reasonable grounds for belief that such contents are not pure and unmixd Fancy, Extra-Fancy, Choice or Barbados Grocery molasses, according to the respective marks. Every person who fails to make such declaration as aforesaid or makes a declaration that is false in any particular shall be liable to the penalties for a first and second offence respectively mentioned in section three of this Act.

No molasses of any description, except molasses produced in Barbados, shall be exported in any packages on which the word "Barbados" appears.

BUSINESS CONDITIONS IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

The following is a continuation of the report of Messrs. Tornquist, the well-known Argentine bankers, on trade conditions in that country, the first instalment of which was published in the last issue of the *Weekly Bulletin*:—

WOOL.

As a result of temporary facilities, a brisk improvement in business prevailed at the beginning of September last, the daily transactions specially in fairly coarse wools and second clip wools, having reached sometimes more than 1,000,000 kilogrammes.

This favourable tendency continued without any great change throughout September, so that the unsold stock in the central produce market was reduced at the beginning of October to about 4,000,000 kilogrammes of the last clip.

Contrary to general expectations, the first arrivals of the new clip did not excite the same interest as in previous years, owing particularly to lack of shipping space. The market lost its former firmness; and during the last weeks business has been very quiet and of little importance compared with the daily increasing arrivals.

The reason for the temporary dulness of the market must be attributed principally to the absence of transport facilities, as well as to the uncertainty caused by the advent of peace, as it may affect the future development of the market.

The stock in hand at the Central Produce Market amounts to-day to about 22,667,000 kilogrammes (of which 2,000,000 kilogrammes sold), as against 21,784,000 kilogrammes on the same date of last year.

Prices, generally speaking, although lower, are still remunerative.

The total clip of 1917-18 has been 181,000 tons, against 160,000 tons for 1916-17.

Exports during the entire wool season 1917-18 (from October 1, 1917, to September 30, 1918) amounted to 288,051 bales, against wool season 1916-17, 349,622 bales; and wool season 1915-16, 299,207 bales.

The destination of the shipments corresponding to the entire wool seasons 1915-16, 1916-17 and 1917-18, and during the present season (from October 1, 1918, to December 12) have been as shown below, all figures in bales:—

	Entire Wool Season, 1915-16.	Entire Wool Season, 1916-17.	Entire Wool Season, 1917-18.	From October 1, 1918, to December 12, 1918.
To the United States ..	152,598	225,467	209,528	30,753
Italy.. . . .	41,491	32,286	21,835	1,820
France.. . . .	33,220	37,505	23,834	14,252
Spain.. . . .	7,002	3,637	9,108	789
United Kingdom.. . .	31,894	33,988	6,226	—
Holland.. . . .	11,697	7,517	150	—
Other countries.. . .	21,305	9,222	17,370	2,322
In all.. . . .	299,207	349,622	288,051	49,936

Hides and Skins.

The following statement shows the quantities exported during the first six months of this year, compared with those of the same periods of the last two years (all figures in tons):—

First Six Months of—	Salted Ox Hides.	Dry Ox Hides.	Salted Horse Hides.	Dry Horse Hides.	Unwashed Sheep Skins.	Goat and Kid Skins.	Nutria (Beaver) Skins.
1916.. . . .	35,920	7,190	190	940	6,260	1,760	330
1917.. . . .	36,810	9,250	450	1,510	6,450	1,050	330
1918.. . . .	31,150	6,580	50	840	1,930	630	320

The total value of these shipments during the same period has been (all figures in gold \$):—

First Six Months of—	Salted Ox Hides.	Dry Ox Hides.	Salted Horse Hides.	Dry Horse Hides.
1916.. . . .	15,917,930	4,628,300	27,800	348,200
1917.. . . .	21,162,500	7,594,400	116,200	672,600
1918.. . . .	15,004,900	4,482,300	8,800	332,800

First Six Months of—	Unwashed Sheep Skins.	Goat and Kid Skins.	Nutria (Beaver) Skins.
1916.. . . .	2,379,700	1,238,700	280,100
1917.. . . .	3,569,400	1,441,400	277,800
1918.. . . .	1,441,300	636,800	766,200

It can be seen from the foregoing statements that, due to the diminution in the export of 8,330 tons of salted and dry ox hides in the first six months of this year, as compared with the same period of last year, the total value shows a reduction of gold, \$9,269,700.

As to unwashed sheep-skins, the quantity exported during the first six months of 1918 is 4,470 tons smaller than that shipped during the same period of last year, resulting in a reduction of value of gold, \$2,128,100.

MEAT.

The shipments of frozen and chilled meat from Argentina and Uruguay during the first eleven months of the years 1913 to 1918 have been:—

First Eleven Months of—	Carcases of Frozen Sheep and Lamb.	Quarters of Frozen Beef.	Quarters of Chilled Beef.
1913.. . . .	2,270,300	1,404,500	2,730,100
1914.. . . .	2,599,000	1,660,900	3,159,400
1915.. . . .	1,399,100	4,215,800	1,232,000
1916.. . . .	1,923,300	5,229,900	838,400
1917.. . . .	1,520,900	4,974,500	629,700
1918.. . . .	1,423,800	6,069,600	21,300

In addition to the above-mentioned shipments, an active export of canned meat has been noted since the outbreak of the war, the quantities amounting to 13,014 tons in 1913, 13,590 tons in 1914, 32,514 tons in 1915, 45,197 tons in 1916, 102,153 tons in 1917, and 86,610 tons during the first six months of 1918. The average prices for all sorts of meat continue to be well maintained.

BUTTER.

The fact that the British Government has virtually contracted for the whole of the Argentine production of butter up to the end of next year, at the price of paper, \$1.72 per kilogramme, is favourably commented upon here and is considered as a promising outlook for the development of this industry.

The export during the first eleven months of this year, compared with the same periods of 1914-1917 (in cases of an average weight of 25 kilogrammes), has been as follows: 1918, 505,900 cases; 1917, 313,900 cases; 1916, 195,800 cases; 1915, 147,700 cases; 1914, 99,600 cases.

GRAIN.

The following tables show the areas sown and the quantities harvested during the last two agricultural years as compared with the estimates for that of 1918-19:—

Areas Sown (hectares).

	Wheat.	Linseed.	Oats.	Total.
1916-17..	6,511,000	1,298,000	1,022,000	8,831,000
1917-18..	7,234,000	1,306,600	1,295,000	9,835,600
1918-19..	6,870,000	1,383,000	1,206,000	9,459,000

Yield (in tons).

	Wheat.	Linseed.	Oats.	Total.
1916-17..	2,180,400	102,406	464,607	2,747,413
1917-18..	6,086,445	497,578	996,245	7,580,268
1918-19..	5,015,000	705,000	640,400	6,360,400

The wheat harvest of 1917-18, estimated at 5,970,000 tons, in fact reached 6,086,445 tons, and some very high specific weights were recorded. The wheat of the current harvest, however, will not be of such good quality in some regions, judging from numerous samples.

At present the visible supply of wheat amounts to 1,092,000 tons. Should the present forecast of the current harvest be realized, and taking into consideration the visible supply, a total of 6,107,000 tons would result. For local consumption and seed reserve, 1,800,000 tons would be required.

To-day the visible supply of linseed reaches 74,265 tons, the estimate of the current harvest being 705,000 tons. Taking into account the quantity consumed by our local linseed oil industry, in the abnormal circumstances of the past two years, the amount requisite for seed and consumption can be placed at 110,000 tons. This, provided that local requirements for the manufacture of oil during the coming year 1919 continue at the same level as during the war.

CHEESE.

In the last report we gave the figures of the quantities and value of cheese exported during the years 1911 to 1917.

The National Statistical Department has published in the meantime a statement which permits making the following comparison between the quantities exported and imported (all figures in kilogrammes):—

	Import.	Export.
1911..	4,919,400	500
1912..	5,374,600	1,900
1913..	5,045,000	7,000
1914..	3,834,400	3,700
1915..	3,314,000	6,100
1916..	1,421,200	227,700
1917..	312,700	2,728,400
1918 (first six months)	13,400	3,921,100

It is seen from this statement that whilst up to the year 1916 the average import was nearly 97 times as much as the export, from 1917 up to June 30, 1918, the export, owing to a brisk demand especially from the United States, shows a considerable increase.

QUEBRACHO EXTRACT.

The export of this product during the first half of 1918 was: 40,503 tons with a real value of gold \$4,254,700, against 34,889 tons with a real value of gold \$6,022,400 during the same period of 1917.

Owing to a temporary reduction in the price the total value of the export has been smaller.

Prices have again recovered and remain at about gold \$100 per ton.

The principal buyers of this commodity are the United States, Great Britain, France and Japan, the most important shipment being made to North American ports. Reliable information allows us to anticipate that the total export of 1918 will considerably exceed that of the previous year at better prices.

WOLFRAM.

Exports of this ore for the first six months of this year amounted to 322,000 kilogrammes, with a value of gold \$310,300, showing a decrease of 16,900 kilogrammes, but an increase in the value of gold \$42,500 as compared with the same period of the preceding year.

During the years 1913 to 1917 the export has been as shown below:—

Year.	Kilos.	Value Gold \$.
1913..	535,700	53,600 tariff value.
1914..	394,200	39,400
1915..	158,200	145,900
1916..	760,400	1,051,600
1917..	986,600	846,200 real value.

Alcohol.

The export has been as follows:—

Year.	Litres.	Value Gold \$.
1914..	859,500	68,800 tariff value.
1915..	5,749,800	460,000
1916..	16,015,300	1,281,200
1917..	3,475,300	554,500 real value.
1918 (first six months)	1,851,300	315,200

The rather important shipments made these last years, particularly to France, the United Kingdom, Italy and Holland, must be considered as due to abnormal requirements, as no export had been recorded before 1914.

COAL AND WOOD.

Import of Pit-coal.

Year.	Tons.	Value Gold \$.
1913..	4,046,300	28,323,900 tariff value.
1914..	3,421,500	23,950,700
1915..	2,543,900	17,807,200
1916..	1,884,800	13,193,500
1917..	707,700	4,954,000 real value.
1918 (for six months)	424,000	2,968,300

Import of Coke (retorted coal).

Year.	Kilos.	Value Gold \$.
1913..	21,317,500	170,500 tariff value.
1914..	14,657,200	117,300
1915..	11,142,300	89,100
1916..	10,496,300	84,000
1917..	3,903,900	31,200 real value.
1918 (first six months)	2,170,300	17,400

Due to trading and shipping difficulties in connection with the European war, the coal imports show a continuous and heavy decrease since 1913, so that the railway companies, public as well as private enterprises, have been compelled to use other sorts of fuel and especially wood, of which enormous quantities are still being consumed.

The heating power of one ton of pit coal is equal to that of about two and one-half tons of Quebracho Campana wood.

FREIGHTS AND SHIPPING.

The Argentine Navigation Company, Nicolas Mihanovich, Ltd., has acquired for the sum of £122,500 the passenger fleet and installations of the "Compañia Mercantil de Transportes Domingo Barthe," which maintained formerly a river-boat service from Buenos Aires up the river Parana to Asuncion as well as on the Alto Parana up to Posadas.

The Argentine Navigation Company, Nicolas Mihanovich, Ltd., acquires thus the virtual control of passenger and freight service on the river Plate.

Owing to the scarcity of tonnage and the excessive figures ruling for freights, some trials are being made to establish the shipbuilding industry in our country, and several companies are being formed to build wooden and concrete ships up to 2,000 tons.

The arrivals of oversea vessels at the port of Buenos Aires during 1917 were 980 ships with 2,157,272 tons, and the first ten months of 1918, 940 ships with 2,200,224 tons.

COMMERCIAL NOTES FROM AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Trade Conditions.

Melbourne, March 4, 1919.—So far as the placing of extensive orders in oversea markets is concerned, investigation has demonstrated that since the armistice was signed Australian trade has been in a state of suspended animation. The trading position has become more accentuated by the arrival of considerable shipments of goods and products, the orders for which were in many instances placed from twelve to fifteen months ago, and upon which the high freight paid added materially to the landed cost. The customs returns show a marked increase over those of the previous year, which indicates that depleted stocks are being replenished. The recently announced substantial reductions in marine freight rates both from British and North American ports

(except from the Pacific coast), and private cabled advices that ocean freights will shortly show a further decrease, have made importers particularly cautious to the extent that indents are only being placed for absolute requirements. Rarely has trade been upon such an uncertain basis as it is now in Australia, hence the volume of new business being placed is necessarily limited.

Trading conditions have more recently been affected by the rather serious outbreak of pneumonic influenza in the principal importing centres of Melbourne and Sydney, to which reference is made in a subsequent paragraph.

Exports of Australian Apples Revived.

Up to this date freight has been arranged for the shipment of 624,000 cases of Australian apples, five-sixths of which will be from the state of Tasmania. The freight to London, or other English port, will be 7s. 7d. (\$1.84) per case. After numerous conferences, a recent cablegram stated that the Imperial authorities have fixed the maximum price for Australian apples at 20s. 10d. (\$5.07) per case containing not less than 40 pounds and 19s. 3d. (\$4.68) for cases containing not less than 37 pounds. The Commonwealth Government will assist the growers financially by paying the freight charges and advancing money against the apples exported. If the fruit arrives at its destination in good condition, it is estimated that the net return to the growers should approximate 8s. 6d. (\$2.07) per case.

The Australian apple crop of 1919 is considerably below the normal yield. The production in Tasmania has been good; the New South Wales crop is not sufficient for the requirements of that state; South Australia is practically out of the market; while in Victoria and Western Australia the crops are reputed to be fair with only limited quantities available for export.

If sufficient refrigerated space is obtained to transport the surplus production for shipment during March and April (in time to catch the London market), the indications are that later in the year the domestic market will be bare of supplies.

The embargo upon the importation of apples into Australia, which was imposed because growers could not export, has not been repealed, but with shipments being revived it is fair to assume that the restriction may be removed in time to permit the importation of next season's British Columbia apples.

Australian Dried Fruits Season, 1918.

The Australian dried fruits season for 1918 is now sufficiently advanced for the opinion to be expressed that the prospects are excellent. The currant crop is a bumper one and probably will not be exceeded by any previous season. In both sultanas and lexias a good crop is also assured, though the actual production may fall somewhat short of a record year.

The Australian Dried Fruits Association is not yet in the position to announce the quantity of fruit that will be available for export after domestic and New Zealand requirements are supplied, but a decision will shortly be made.

Canadian importers of Australian dried fruits expressed dissatisfaction with last season's prices and in consequence comparatively little business was done, though the whole of the output was readily disposed of in domestic and other markets.

The Commonwealth Government's New Steamers.

The shipbuilding programme of the Commonwealth Government provides for the construction of 24 steel vessels, each being estimated to cost about £160,000, making a total estimated expenditure upon all the steamers of £3,840,000.

Progress in construction has been delayed through the difficulty in obtaining structural steel, and more especially plates. The Australian steel works are not yet in

a position to undertake the extensive manufacture of plates, as under present conditions their activities are fully engaged in supplying the demand for other products.

This month the first of the new steel steamers, with a capacity of 7,000 tons deadweight, will be launched from the Commonwealth Government yards at Sydney, followed closely by the second steamer to be launched at the New South Wales yards at Newcastle, where two other hulls are under construction.

At the Commonwealth yards at Williamstown (a suburb of Melbourne) two hulls are being advanced as rapidly as the materials can be assembled. Progress at the various yards has been somewhat delayed through the belated arrival of steel plates from the United States.

A very considerable portion of the equipment for the new steamers—such as engines, anchors, chains, ports, etc.—is being made in Australia in order to carry out the intention of the Government by making the industry, as far as possible, self-contained within the Commonwealth.

Increased Production of Steel in Australia.

In a report issued by the Broken Hill Proprietary Company, Melbourne, it is stated that the production in its iron and steel works at Newcastle, N.S.W., during the four weeks ended February 5, 1919, has broken previous records.

Under the open-hearth system, 16,710 tons of steel were produced. Changes were made in Nos. 5, 6, and 7 furnaces, and in this department 5,038 tons of steel were turned out in one week. No. 2 furnace working regularly, produced 12,549 tons in the four weeks, while the foundry furnace accounted for 1,825 tons of iron.

The blooming mills rolled billets for 28-inch, 18-inch and 12-inch mills, for stock and market, and in addition a quantity of plates for the Government shipbuilding requirements were rolled. The total production was 13,097 tons.

The rail and finishing mills produced rails for the Commonwealth and various State Government railroads, also billets for 12-inch mills, the total output being 8,076 tons.

The merchant mills produced: 18-inch mill, 2,377 tons; 12-inch mill, 1,909 tons; 8-inch mill, 534 tons. The rod mill produced 1,748 tons. The report further states that the construction of the steel building for the wire-drawing plant is being pushed on, and that the erection of the plant as a subsidiary company for the manufacture of galvanized iron has been commenced.

Flax-growing in Australia.

In view of the guarantee of the Commonwealth Government for unthrashed flax of specified standard having been increased from £5 to £6 (\$24.33 to \$29.20) per long ton to growers in 1919, the Commonwealth flax industry committee anticipates a considerable extension in the cultivation of this crop. The price of seed to the grower has been fixed by the committee at £25 (\$121.67) a ton or 12s. 6d. (\$3.04) a bushel, and the rate of sowing recommended is from 60 pounds to 65 pounds to the acre.

The committee emphasizes that fibre flax requires a rainfall of not less than 26 inches with suitable incidence, and the land to be sown must be good and clean. One of the conditions to ensure full payment of the guaranteed price is the freedom of the crop from noxious weeds or an excess of undergrowth. Should any body of farmers in a suitable district contemplate the cultivation of flax under the Government guarantee, the flax committee arranges for one of its members to visit the district.

Ordinarily the cultivation of 400 acres in the same district would be justification for the erection of a flax mill. Co-operative companies of growers have been formed in two Victorian districts for the erection of mills to treat the crops, and there is every probability of these ventures proving successful.

With regard to the 1918 flax crop, the Commonwealth Government, on the committee's recommendation, has agreed that any surplus, after milling and other expenses have been paid, shall be divided among the growers, and it is anticipated that this surplus will be considerable.

There appears every indication that flax products will retain high values for some years, and experts express the view that it is improbable the prices of flax fibre will ever descend to pre-war levels.

Australian Embargo on Foreign Dyes.

The policy of Imperial trade preference is involved in an important proclamation recently gazetted by the Commonwealth Department of Trade and Customs. This prohibits the importation into the Commonwealth of dyes, other than of British origin, unless the consent in writing of the Minister of Customs is first obtained. The coal tar dye industry in Britain is of comparatively recent origin. Before the war Germany supplied practically all the British requirements from her magnificently developed chemical factories, and her scientists held many of the secrets of dye manufacture. After the hostilities began, however, the British scientists turned their attention to the matter, and a dye industry of great dimensions has been developed.

Measures are said to have been taken by the British Government to protect the industry from foreign competition for the next few years. In the same way, manufacturers in the United States have also gone into the question recently, and have developed their own dye industry.

There are indications that Australia herself will be able to manufacture dyes in the future, as the result of the tar distillation that has been carried out during the war.

The new proclamation permits only British dyes to enter freely. Dyes of other than British origin will, it is understood, only be allowed to enter to supply a definite need for a dye that is otherwise scarce or unobtainable.

Government Purchase of 40,000 Tons of Sugar.

Owing to bad seasons a shortage in the sugar supply of Australia was recently recognized to be inevitable, and it was announced that the Commonwealth Government was taking steps to remedy the deficiency by importation. This has been done, 40,000 tons having been purchased. The Minister of Customs, in announcing the purchase, explained that the position was that 295,000 tons were required to June 30 this year for consumption and working stocks, and the quantity available was: Sugar in hand, 53,000 tons; Queensland crop, 190,000 tons; New South Wales crop, 12,000 tons—making a total of 255,000 tons. There was thus a deficiency of 40,000 tons in the supply. The whole of this sugar had been purchased at a price which would enable the Government to make it available to jam manufacturers for all export work at £26 (\$126.53) per ton of 2,240 pounds. Jam manufacturers would not be called upon to pay the duty and then refund it, but arrangements would be made to permit them to manufacture in bond all the jam they required for their export orders.

Last year the supplies of sugar were made available for army contracts only at £24 (\$116.80) a ton, and the jam manufacturers had to pay for all their sugar required for jam exported the usual rate of £27 7s. 6d. (\$133.22). It had been frequently stated that the high price of sugar made it impossible for Australia to compete with other countries in the world in the manufacture of jam, but the latest advices which the Government had received show that refined sugar in England was now £57 15s. (\$281.05) per ton and in the United States £56 (\$223.87) per ton, so that Australia should have no difficulty whatever in competing with the principal manufacturers of the world.

If the quotations given by the minister are correct, it would appear that Australian manufacturers of jams, and other commodities in which sugar enters largely, are placed in an enviable trading position.

"Spanish" or Pneumonic Influenza in Australia.

The optimistic view expressed in January by the quarantine authorities that it was improbable pneumonic influenza would be introduced into Australia, has unfortunately not been realized. Despite rigid detention of oversea ships at the quarantine stations, and the inspection and treatment of their passengers and crews, the infection has during the last month been most pronounced in Melbourne and to a much less degree in Sydney. Outside of the quarantine stations, the disease has not yet obtained a footing in Queensland, Western Australia and Tasmania. The health authorities closed schools, churches and bars of hotels, and at the same time prohibited race meetings and any large assemblage of people.

Owing to the outbreak in Melbourne, the State of Victoria has been practically isolated for some weeks as the inter-state passenger train services were suspended; hence thousands of visitors from other parts of the Commonwealth have been unable to return to their homes.

Passengers intending to join steamers leaving Sydney for Vancouver and San Francisco have been compelled to go into quarantine for a period at the state border before being permitted to enter New South Wales, and there are similar regulations enforced before entering South Australia.

As in other countries which had experience of the disease, normal trading conditions have been completely demoralized, as only those whose duties compelled them to come into the cities and towns did so.

While Melbourne is not yet free from the epidemic, the restrictions there, and also in Sydney, have become considerably relaxed on account of the present situation and the improved outlook.

CURRENT NOTES OF INTEREST FROM CHILE.

CONTRIBUTED BY JORGE MALLETT.

Harvest Prospects.

Valparaiso, Chile, February 20, 1919.—Reports arriving from the different districts of the Republic show a distinct improvement upon last year's results.

News from the Asapa Valley of Tacna reports considerable improvement in the cotton, rice and olive crops. The province of Coquimbo shows excellent results. The harvest around Concepcion and Penco, the greatest part of which is gathered, is reported to be extra good. Chillan, however, is not so fortunate. In Lautaro the harvest is in full swing and seems promising.

The majority of the farmers are satisfied with the general results in nearly all the frontier region, which are stated to be superior to those of last year. In Cautin the increase over 1918 is estimated at 80 per cent.

In the wheat districts around the regions of Cautin and Malleco the results are reported to be excellent; these, however, are surpassed in other places like Carahue, Puerta Saavedra, and Imperial. Similar news comes from Arauco, Puerto Montt, Valdivia, and Osorno, where the green crops are remarkably good.

The potato crops in the southern region have not been so good as the beans, wheat, and maize, and other cereals, excepting in Cautin, where the potato crop is good. In Carahue the potato crop has failed (more or less) owing to the wholesale destruction of the seed by a plague of grubs, which also followed up with depredations on the peas and beans.

In Freire the wheat yield has been 30 to 1, and oats 25 to 1. Early rains in the extreme south have done damage to the ripening crops, but the general results are highly satisfactory.

Live Stock Imports.

There is a considerable falling-off in the number of cattle entered via the Cordilleras in comparison to the same period of last year.

According to excise reports just delivered to the Minister of Finance from the frontier stations, the figures represented are as follows:—

	January, 1918.	January, 1919.
Bovine cattle.. . . .	8,438	5,685
Sheep.. . . .	1,349	1,120
Goats.. . . .	1,067	597
Horses and mules, a goodly number—None.		

Produce Exports.

Barley.—A considerable amount of speculation in barley has been going on during the last few weeks, crops having been bought and sold that will only be grown within the next three years. Prices last week realized \$24.50 to \$25, on cars Valparaiso, at an exchange hovering around 10½d. (per 100 kilogrammes*).

The ss. *Lime Branch* took 30,000 sacks for Liverpool, and another steamer is loading 25,000 sacks for the same port.

A rise in prices is expected in consequence, especially as the crop of forage barley is rather a small one.

Wheat has been changing hands at \$30 per 100 kilogrammes.

Lentils.—Several lots have been bought for export at \$73 to \$74 per 100 kilogrammes.

Haricot beans.—Several lots of Bayos have been sold at \$32 and \$33, and Burritos at \$34.

Peas.—All stocks of "Petit Pois" have been caught up at \$45 the 100 kilogrammes.

Common peas not for the moment in demand.

Oats.—Stormking, \$15.50 per 100 kilogrammes, on board *Talcahuano*. A rise is expected in view of the arrival of several ships expected to load up for England.

Flour is selling at \$21.50, buyers asking \$22 per 46 kilogrammes.

Harbours.

The minor port of Chañaral has been elevated by special law to a first-grade port. The port works of Antofagasta have been commenced.

The Valparaiso breakwater supplementary works are still in abeyance.

State Railways.

In view of the deficit of 41,000,000 pesos† there is a project for the raising of a loan of 160,000,000 for the purpose of placing the administration and rolling stock in a position to cope with the growing needs of the public. The North American pulse is being felt *re* the financial question, and reports indicate that the diagnosis appears satisfactory.

SEPARATE OUTPORTS AT AURORA AND NEWMARKET.

Aurora and Newmarket heretofore combined as an outport have been established each as a separate outport of customs and warehousing port under the survey of the port of Toronto, in the province of Ontario, in effect April 1, 1919. (*Vide* Memorandum of Customs 2297-B.)

* One kilo=100 pounds.

† Peso=\$.365 par value.

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

CANADIAN COMMERCIAL AGENT C. E. SONTUM.

The Export from Norway of Lumber, Cellulose and Wood-pulp in 1918.

Christiania, Norway, March 7, 1919.—The export from Norway of lumber during the first ten months of 1918 was 604,000 cubic metres as compared with 827,000 cubic metres during the same period of 1917. Planed lumber has also decreased from 255,000 cubic metres in 1917 to 171,000 in 1918, and other sawn lumber from 307,000 cubic metres in 1917 to 221,000 in 1918. The figures for round lumber were 97,000 in 1918 against 155,000 in 1917. The decrease is principally due to the shortage of tonnage.

Lumber prices were declining in the beginning of 1918, but from the months of June and July the prices have gone up and may now be said to be about the same as at the close of 1917.

Of dry cellulose during the months January to October, 1918, there were exported 136,782 tons, and of moist 151 tons.

The figures for the same months, 1917, were respectively 116,643 tons and 2,719 tons. The inquiries for cellulose have been numerous, but the shortage of tonnage has been much felt.

The export of wood-pulp for the same ten months has been :—

	1918.	1917.
Dry..	34,493 tons.	12,311 tons.
Moist..	216,324 “	215,787 “

Sawdust becoming Valuable.

It is not very long ago since sawdust at the mills was considered a nuisance and for the greater part was thrown into the water. If a small quantity of it could be sold now and again, it brought a price of from 1 to 1½ cents per bushel. The largest mills in Norway thought they did well when they could earn from sawdust \$2,000 to \$3,000 a year. Now this refuse has become valuable, the price having risen from 10 to 15 cents, and from the large quantities sold forms a considerable item in the incomes of the mills, some of them now earning from this source \$30,000 to \$40,000 a year. The reasons for this heavy rise in the value of sawdust are several. The high prices of fuel during the last few years have caused sawdust to be employed as fuel. However, sawdust attained its principal value after the cellulose mills commenced to use this material; and thereby it has secured a steady demand and, what is very important for the future, a comparatively high price, when the prices of fuel again become normal.

A New Freezing Method for Fish.

For several years a Norwegian chemist named Henrik Bull has experimented with the freezing of fish without the use of ice; and when a couple of years ago he made the results public, they were regarded as very important.

His method (which shortly explained consists in making blocks of fish, which are frozen stiff by an artificially-produced very low temperature) was taken over by a firm named “A/S Naeringsmiddelindustri,” and this company has already erected three large freezing plants in the north of Norway. These are based upon supplying both the home and the export markets. A few days ago the first shipment of such block-frozen fish arrived at Christiania. The fish had kept very well, and as to looks and taste was quite like fresh fish. Experiments were also made in permitting the fish

to remain under transport for as long as three weeks in an ordinary railway freight car, and it suffered no damage. When the fish is block-frozen in this way, it of course takes much less space than iced fish.

At the freezing plants all the by-products of the fish are utilized. The power for artificial freezing is obtained from an electric plant, which is run by a peat-gas works, the first of its kind in Norway. This gas works also produces tar, which helps to cheapen the power.

Industrial Exports of Denmark, 1914-1916.

The Danish trade statistics have not been published during the war, for which reason it has been impossible to follow the movement of imports and exports. It has now been decided that publication may again commence; and from the latest information it appears that the export of Danish industrial products increased considerably during the first three years of the war. The value of the Danish export was: 1914, 85,200,000 kroner; 1915, 162,400,000 kroner; 1916, 187,000,000 kroner.

Of course this great increase is caused by conditions created by the war. Food-stuffs such as canned goods, beef-tea tablets, and condensed milk, of which the value of export in 1912 and 1913 only amounted to 2,000,000 kroner, showed values in 1915 of 33,400,000 kroner, and in 1916 of 57,900,000 kroner.

The export of machinery, valued in 1912 and 1913 at 11,800,000 and 13,200,000 kroner, respectively stood almost stationary in 1914 with 13,000,000 kroner, but in 1915 went up to 25,000,000, and in 1916 to 36,800,000 kroner.

In oils and technical fats, values of 8,000,000 and 9,900,000 kroner were reported in 1912 and 1913 respectively, and in 1914, 7,400,000 kroner. The export value went up in 1915 to 24,800,000 kroner, but in 1916 again decreased to 4,100,000 kroner.

Sugar export, which in 1914 was valued at 13,600,000 kroner, against 9,400,000 in 1912 and 7,900,000 kroner in 1913, went down to 5,400,000 kroner in 1915 and 1,400,000 kroner in 1916.

Shipbuilding statistics show that the export is not rising as far as new constructions were concerned, but of second-hand vessels the value of the export in 1915 was 14,100,000 kroner, and in 1916 24,900,000 kroner, while the corresponding value in 1912 was 3,100,000 kroner, and in 1913 4,000,000 kroner.

ITALY AS A FIELD FOR IMPORTS AND EXPORTS.

The following is in continuation, from the last issue of the *Weekly Bulletin*, of the report by the *Credito Italiano* on the trade of Italy.

Minerals.

In the field of mining Italy lacks coal, of which it is importing from 8,000,000 to 10,000,000 tons a year. The production of fuel is limited to lignite and turf, to which firewood must be added. Italy will always need considerable imports of coal, in spite of the intensified exploitation of the lignite mines and in spite of the larger use being made of electricity obtained from hydraulic forces, which are abundant in this country. During the war hundreds of thousands of new hydraulic horse-power were developed, so that the total utilization of "white coal" far surpasses 1,000,000 horse-power, whilst the new projects of exploitation amount to an almost equal figure. The electrification of the railways, which is in preparation, will reduce the demand for coal but on the whole Italian coal imports will always remain extremely high.

Also for petroleum and its derivatives Italy has recourse to importation, though the production of naphtha in the country itself is not to be disregarded.

Italy possesses considerable deposits of sulphur, of which yearly 300,000 to 400,000 tons are exported.

Very considerable is the consumption of timber, furniture-wood, etc., of which Italy imports about one million and a half tons a year. Moreover, also wood-pulp is imported.

Italy possesses quarries of various qualities of marble alabaster, from the most common to the rearest and most precious types. Italian exports of rough and worked marble and alabaster amount to almost 1,500,000 quintals a year. The marble of Carrara and Verona, the granite of Baveno, the Travertino, which gives such a charm to the buildings and monument of Rome, are world famous.

Other materials for construction, cement and bricks, have a considerable production in Italy and are an element of exportation.

METALS PRODUCTION.

With regard to metals, Italy cannot be said to have been favoured by nature. Italy has always been obliged to import much iron, copper, and lead, and all the tin she consumes. Before the war Italy imported from 3,000,000 to 4,000,000 quintals of broken iron, about 2,500,000 quintals of cast-iron, about 3,000,000 quintals of worked iron and steel, between 300,000 and 400,000 quintals of copper, brass and bronze rough and worked, some 30,000 quintals of tin.

During the war the exploitation of rich iron mines on the high mountains has been initiated; the mineral is dealt with by electricity. There will, however, always remain a very large field for imports.

Italy has zinc mines, some lead and copper mines, important bauxite deposits, and important quantities of pyrites. During the war the production of aluminium has considerably increased, and the general opinion is that after the return of normal conditions exports of this metal will be very important.

According to statistics up to 1915, and which of course do not reckon with the greater production and more intense exploitation caused by the war, the production of the mines would be as follows:—

Mineral—	Quantity Produced in Tons.		Average Tenor of the Material in Per cent. Tons.
Iron	from	600,000 to 700,000	50·11
Manganese	"	12,000 " 13,000	28·11
Copper	"	80,000 " 100,000	2·89
Lead	"	40,000 " 45,000	55·18
Zinc	"	80,000 " 150,000	42·10
Antimony	"	4,000 " 5,000	19·97
Mercury, minerals of	"	80,000 " 110,000	0·89
Iron and copper pyrites	"	280,000 " 370,000	47·95
Lignite	"	939,027	—
Sulphur	"	2,200,000 " 2,800,000	30·68
Petroleum	"	6,000 " 10,000	—
Asphalt and bitumen	"	130,000 " 180,000	—
Allumite	about	5,000	—
Boric acid	"	25,000	—
Graphite	over	6,000	—

After the war several of the above figures will probably considerably increase on account of the exploitation of new mines and the more intensive working methods introduced for war needs; nevertheless there will remain a large field for importation, especially because of the important demands for the replenishment of stocks.

Textiles.

Of textile fibres Italy produces principally silk and hemp, some linen, some wool, and very little cotton, the cultivation of which has been initiated in some zones of Southern Italy and in the African colonies. The production of silk and hemp has already been mentioned. Exports of raw hemp amount to 425,000 to 600,000 quintals a year; but there is a tendency to export in future hemp yarns instead of the raw

material. As to silk, exports amount to 80,000 to 100,000 quintals a year with a value, at pre-war prices, of 320,000 to 470,000,000 liras. To the exports of woven silk must be added those of waste silk (40,000 to 45,000 quintals with a value of about 50,000,000 liras), and silk yarns and piece-goods to a value, always at pre-war prices, of some hundred millions. To meet these considerable exports and the large home consumption, Italy has at her disposal the large home production of cocoons, whilst she imports from 50,000 to 60,000 quintals of cocoons from the Levant and Russia.

As said above, Italy's production of cotton is negligible, nevertheless the country possesses a cotton industry with 4,600,000 spindles, 170,000 looms and 150 printing machines. Besides providing for the home consumption of cotton yarns and piece-goods, the Italian cotton mills export in normal times 100,000 to 150,000 quintals of yarns (with a pre-war value of 20,000,000 to 40,000,000) and 250,000 to 400,000 quintals of piece-goods (for 100,000,000 to 160,000,000 liras). To supply its 4,500,000 spindles with the necessary raw material the Italian cotton industry imports about 2,000,000 quintals of cotton in flocks or in mass. For special types about 30,000 to 35,000 quintals of foreign cotton piece-goods are imported.

Another Italian industry, which like the cotton industry, must obtain the necessary raw material from abroad, is that of jute. Imports of raw jute amount to about 400,000 quintals a year.

About half of the raw material for the Italian linen mills comes from abroad. Besides raw flax, Italy also imports yarns and piece-goods.

The wool industry, with 500,000 spindles and 14,000 looms at the outbreak of the war, greatly intensified its production during the last years. There was a production of washed wool of about 13,000 tons, but this quantity is of course not sufficient for the wants of the country, so that a considerable importation of foreign wool is necessary. During the five years preceding the outbreak of hostilities, imports of unwashed wool amounted to a yearly average of 85,000 quintals, those of washed wool to more than 50,000 quintals, and combed wool almost 70,000 quintals. During the war imports of combed wool were reduced to less than a third of the normal, those of washed wool surpassed the normal figures by little, whilst imports of dirty wool after having gone up to 550,000 quintals in 1915 dropped to 310,000 quintals in 1917. In spite of the considerable home production, Italy imports woollen piece-goods from 30,000 to 35,000 quintals, whilst exports amount to 10,000 to 15,000 quintals.

THE MANUFACTURE OF HATS.

Connected with the textile industries are those of dress materials, which had a considerable development. Special importance for international commerce has the industry of felt and straw hats, which besides providing for home consumption exports some ten million straw hats and about a like quantity of felt ones. Italy exports, moreover, yearly about 20,000 to 30,000 quintals of straw twists. Noteworthy are the production and exportation of gloves; Naples is the principal centre of this industry.

Though Italy possesses good manufactories of hosiery and stockings, imports of these articles are prevailing. Noteworthy are also the imports of feathers (yearly for 500,000 to 600,000 kilogrammes) and furs.

Italy has a flourishing button industry, especially of vegetable ivory (*corozo*), of which exports amount to some 15,000 quintals.

LEATHER.

During the war tanneries and shoe manufactories came to a considerable development. Before the war Italy imported raw hides for about 200,000 to 250,000 quintals, tanned, varnished and cut hides some 30,000 quintals, and quantities varying from 200,000 to 1,000,000 pairs of leather shoes. At the same time exports of raw hides amounted to about 200,000 quintals.

Other articles to be mentioned in connection with the textile, shoe and dress material industries are:—

Importation: hair, blacking, smallware, furs, needles and pins, fans, artificial flowers, articles for umbrellas.

Exportation: smallware, shoes, leather work, worked feathers, caps, umbrellas, lace and lace work.

Art Industries.

Because of their variety and importance, the Italian art industries ought to be dealt with in extenso: the Majolicas of Faenza, Urbino, etc., the artistic windows and mosaic works of Venice, the terra-cotta works of Signa, the Tuscan wrought-iron, the decorative marble, alabaster and bronze figures, the imitations of ancient models found in Rome and Pompey, the reproductions of every kind, the imitations of mediæval wood paintings, the ceramic works, statuettes, lace-work, embroideries, flagrees, etc. Italy is exporting an immense quantity of objects, either actually sending them abroad or selling them to the hundreds of thousands of tourists, who in peace-times come to admire the beauties of the country and wish to take some souvenirs with them. Let us quote one figure only to show the importance of the whole category: exports of statues, worked marble and alabaster surpass 1,000,000 quintals a year. On the custom-house statistics objects for collections, and ancient and modern works of art, appear for some 15,000,000 quintals every year.

At Naples a special art industry has developed the incision of sea shells. The value of the cameos executed at Torre Annunziata, Torre del Greco, etc., amounts to several million lires—they are exported all over the world. The same may be said of the Italian exports of worked coral, about 40,000 to 60,000 kilogrammes, with a value of some 30,000,000 lires. Noteworthy also are the works in mother of pearl.

In the goldsmith's art Italy has a splendid tradition of artificers. Italian imports of silver plate and jewelry (40,000 to 50,000 kilogrammes) gold plate and jewelry 4,000 to 6,000 kilogrammes, and precious stones (25,000,000 to 40,000,000 lires a year), are nevertheless important.

An industry which, favoured by the artistic taste of the Italians and the natural architectural and historical beauties of the country, has rapidly developed, is that of cinema films. Whilst Italy imports 200,000 kilogrammes of undeveloped films, the exports of films ready for projection amount to 120,000 kilogrammes.

During the war an important film industry has been created, which will be able not only to meet the wants of the country with regard to undeveloped films, but also to export same.

Noteworthy are Italian exports of printed and lithographed music. Italy produces and exports, but also imports musical instruments.

Amongst the art industries also those of furniture and framework must be reckoned. Italy produces and exports furniture of carved and sculptured wood, etc. Exports of these articles are calculated at 10,000,000 to 15,000,000 lires in the pre-war custom-house statistics. Not to be forgotten are the exports of basket and wicker-work, etc.

Chemical Industries.

The chemical industries, little developed before the war in various branches on account of German competition, have strongly increased during the last years. At the beginning of 1917 limited companies belonging to the chemical industries numbered 276 against 222 in 1916. Still more important is the increase in capital, from 202,000,000 to 472,000,000 lires.

Before the war Italy exported the following chemical products: acetic acid, boric acid, citric acid, oleic acid, tannic acid, tartaric acid, magnesium oxide and caustic magnesium, ferric oxide, zinc oxide, carbonate of lead, carbonate of potash, mercurious chloride, sulphate of aluminium, sulphate of copper, sulphuric acid, methyl alcohol,

glycerine, cream of tartar, quina salts, chemical fertilizers, etc. In all about 300,000 quintals with a value of some 15,000,000 liras. After the war the number of chemical products made in Italy will considerably increase and exports will certainly reach higher figures.

With regard to imports the following chemical products were prevailing: potash and sodium nitrates and azotates (500,000 to 600,000 quintals), sulphates and silicates in general ((700,000 to 980,000 quintals), chemical fertilizers (about 160,000 quintals), dyes and dyeing extracts (90,000 to 100,000 quintals).

It seems premature to try to foresee what effect the war and the consequent creation of chemical industries in Italy will have on these imports, but it will certainly be very marked.

THE INDIA-RUBBER INDUSTRY.

The india-rubber industry (cables, insulated electric wire, pneumatics, etc.) has reached a high degree of importance and perfection. Before the war imports of raw india-rubber amounted to 70,000 quintals, exports of articles of caoutchouc and gutta-percha to 40,000 quintals.

Mechanical Industries.

As in most countries, also in Italy, the siderurgical, metallurgical and mechanical industries attained an enormous development during the war. Concerns with capitals of 100,000,000, 300,000,000 to 500,000,000 liras have been constituted, new plants have been created, old works and establishments have been enlarged, and new and imposing establishments have been founded for the construction of aeroplanes, etc.

Also before the war Italy had a strong production of railway wagons, locomotives, automobiles, turbines, etc., exported automobiles (value about 40,000,000 liras), boilers and machines (about 150,000 quintals), optical instruments, counting machines, electric apparatus (16,000,000 liras); cars, bicycles, but imported on the other hand; boilers, machines and appliances (1,000,000 quintals), optical instruments and electric apparatus (70,000,000 to 80,000,000 liras), electric lamps, bicycles, tools and instruments, etc.

What will be the aspect of the world's trade with regard to mechanics after the war, is one of the most interesting questions which those who study economic phenomena can put to themselves. Let it be left to them to foretell what will be Italy's foreign trade in this field.

Industrial Census.

The last industrial census of 1911 expressed in the following figures the efficiency of the Italian industries at that time:—

Industries—	Number of Concerns.	Number of Persons Employed.	Motive Power in Horse-power.
Extraction of minerals, etc.	3,570	62,216	16,174
Working of products of the soil. . . .	135,461	640,856	293,942
Metallurgical	41,109	389,225	174,560
Working of minerals and building . .	17,727	306,512	54,203
Textile.	32,651	656,733	177,610
Chemical	5,661	100,924	85,152
Transports and sundry.	7,747	147,972	818,863
Total.	243,926	2,304,438	1,620,404

Since the compilation of said census the Italian industries have had a considerable and rapid development, especially during the war period, of which a proof is furnished by the new capital invested in the limited companies:—

Year.	New Companies.		Increase of Capital.	
	Number.	Capital.	Number.	Capital.
1911	224	78,876,715	229	235,021,210
1912	241	112,469,033	83	59,638,700
1914	202	84,659,625	154	180,196,113
1915	163	102,608,500	98	93,714,050
1916	179	191,988,370	183	485,593,675
1917	299	521,377,935	271	886,807,966
*1918	237	334,035,000	198	804,435,775

* First half-year.

During the eight years since the compilation of the last industrial census, the financial strength of the Italian limited companies increased by about four milliards and a half of lires, simply through the increase of capital of the companies already existing and the foundation of new ones, without taking into consideration the amounts put to the reserve funds. Therefore the worlds commerce will have to reckon, after the war, with an industrial Italy of considerably increased potentiality. This increase of efficiency will without doubt have a large influence on both imports and exports.

GENERAL CONCLUSIONS.

In general the importance of Italy as a market is not realized abroad. Before the war this was principally due to the fact that a large part of the Italian imports and exports were handled through the medium of intermediaries and steamship companies, belonging to foreign countries and principally to the present enemy countries. It was moreover, chiefly with the latter countries that the commercial interchange of Italy took place. For these reasons Italy is still too little known outside Europe, across the oceans, as a market for the world's import and export trade.

FOREIGN TRADE, 1908-17.

The real importance of the country may be gathered from what has been said before and from the total figures of foreign trade as shown in the following table:—

Average.	Imports.	Exports.
	(Precious Metals Excluded.)	
1918-1912	3,445,056,231	2,157,794,319
1913	3,794,836,624	2,631,570,004
1914	3,058,469,909	2,342,095,525
1915	4,703,550,316	2,533,443,747
1916	8,390,276,088	3,088,329,771
1917	7,732,197,882	2,258,933,403

LOSSES TO FRENCH FORESTS.

(*The Timberman.*)

Sixteen billion feet of timber was cut in the forests of France by the allied armies, according to figures submitted to the Peace Conference by M. Compere-Morel, commissioner of agriculture for France. The Germans cut about five billion feet for their own use from the forests in that part of France they occupied, and shell fire and wanton destruction by the Germans accounted for 3½ billion feet.

M. Compere-Morel asked that one of the peace terms be that Germany be required to furnish to France eight billion feet of lumber and timbers to replace that cut for the German armies.

AGRICULTURAL PRODUCTION IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

Probably no other country in the world produces such a numerous and diverse list of agricultural products as China. In the northern districts everything that is usually grown in the temperate zone is cultivated, as well as certain other crops peculiar to China only. Each of the following cereals, pulse, grains and roots, flourish in the northern districts of China and Manchuria, and are profitably cultivated over a large area of country. Wheat, barley, buckwheat, maize, kaoliang, millet, beans of many kinds, ground nuts, sugar beets and mangolds; pumpkins and melons grow to large size, and excellent apples, pears and grapes are to be found in the markets; and the rearing of wild silk cocoons is a large and profitable business. Further south in the valley of the Yangtze, the cultivation of tea and silk are ancient industries, cotton is also a most valuable product, wheat is cultivated as far south as the Yangtze, rice and beans being other important crops; this district also produces several kinds of oil-bearing seeds and many varieties of China grass, hemp and other fibres. Farther south rice is the principal crop, tea, silk and fibres being also of much importance. In the more tropical southern country rice is still the principal cereal, and numerous fruits such as oranges, limes, bananas, mangoes, figs, and dates flourish. This portion also produces numerous kinds of reeds, fibres and grasses suitable for furniture, matting, etc. The sugar cane is also cultivated.

It is estimated that 75 per cent of the great population of China derive their livelihood directly or indirectly from the cultivation of the land, and can therefore be classed as agriculturists or farmers. Farming, however, it quite a different matter from what it is in Canada or the United States. In China so many people are obliged to obtain their living off the land, that small holdings are necessary in order that there may be enough land to go round. In this country a five-acre lot would be considered a large holding, so from this small plot of land the most intensive form of farming must be practised, in order that the holder and his family may live. He must endeavour to produce three crops a year; a summer crop of rice, an autumn crop of beans or turnips, and a winter crop of wheat, which ripens in May, and the land made ready again for the rice crop. If his land is too high for rice, the farmer may grow a little cotton or some mulberry trees; with the leaves of the latter the family will feed a few silk worms and cultivate some cocoons. They will also keep a pig and some chickens and ducks, to help out the family expenses. The only draught animal will be a buffalo or a small ox for ploughing, and his farming implements will be most primitive. By every one working every day in the year, the farmer may be able to support his family and keep out of debt. In this manner is farming conducted by millions of people over the greater portion of this country. It will therefore be seen the small chance there is for the sale of agricultural machinery in a country where farming is carried on in the manner described.

SOME PECULIAR CHINESE PRODUCTS.

Apart from such staples as tea, silk and cotton, there are a number of agricultural products which are peculiar to China, or have been utilized in China in a different manner than in other countries; and among those products are the numerous oil-producing seeds.

The cultivation of various kinds of seeds for the oil which they contain has been an important and widespread industry in China for a long period of time. The Chinese have never engaged in the dairying industry, and milk, butter and cheese have never entered into their domestic economy as articles of food. On the other hand, they have made a wide use of the oils which are to be obtained from many forms of seeds, and such oils are freely employed by them in the preparation of their food.

The wonderful advances which have been made in organic chemistry within recent years, whereby the utilization of vegetable oils and fats not only in the arts but in the

production of articles of food, has opened up a demand in foreign countries for all such products, and therefore the rapid growth of China's export trade in such lines has been somewhat phenomenal.

The oil-bearing products above referred to are numerous and varied, and may be classed as edible and industrial, although many of the varieties which are edible are also extensively employed in the industrial arts; others can only be used for industrial purposes and cannot be utilized as food.

The following list of seeds comprise all those in which an export trade is done with foreign countries. There are several other varieties from which the Chinese extract the oil for their own use, but not in sufficient quantities for export abroad.

Edible.—Rape seed and oil, sesamum seed and oil, cotton seed and oil, ground nuts and ground-nut oil, beans, bean cake, bean oil.

Industrial only.—Wood oil, vegetable wax, vegetable tallow.

All such products now meet with an increasing demand in the markets of the world. Apart from these purely agricultural and vegetable commodities, a large export trade is also carried on in animal products of different kinds, notably hides and skins, goat and dog skins, sheep's wool, goat and camel's hair, pig's bristles, sausage casings, animal tallow, etc., and a very large business is done in fresh and dried eggs and other egg products.

FARMING IN MANCHURIA.

The portion of China in which farming operations more nearly approach to Canadian methods is in Manchuria, and yet they are still very far behind, and scarcely less primitive than in the other parts of the country. Here, however, the farm holdings are much larger, for the territory is more sparsely populated. More draught animals are employed in farming operations, and it would seem that, if properly introduced, agricultural machinery might be more frequently sold and used. Due to climatic conditions there are not the same opportunities for a diversity of crops as farther south, and one crop or two at the most are all that can be got off the land in one season. The staple cereals are kaoliang, maize, millet, wheat and beans. In a report upon agriculture in Manchuria, published by the Bank of Chosen, we find the following statistics, the figures being for 1915 and referring to the three Manchurian provinces.

	Cultivated Land. Acres.	Farmers.		Average Area per Family. Acres.
		Families.	People.	
Mukden..	6,650,065	1,785,457	11,619,146	3.73
Kirin..	9,030,417	689,473	5,053,481	13.10
Amur..	6,077,441	297,630	2,094,532	20.42
Total..	21,757,923	2,772,560	18,767,159	7.85

In this table it will be observed that the southern province of Mukden contains 60 per cent of the total population of the country, and that the farm holdings for each family are no greater than in the older portions of China; and that Amur province (the northernmost) contains the smallest population, and consequently the farm holdings per family are the greatest. The best farm lands are found in the northern provinces, in the basin of the Sunguri river. It is therefore probable that with greater railway facilities this district may rapidly fill up with people, for emigration is going on in that direction.

CROP OF 1915.

	Mukden. Bushels.	Kirin. Bushels.	Amur. Bushels.	Total. Bushels.
Beans	52,449,952	33,790,347	16,406,886	102,647,185
Kaoliang	104,814,288	63,923,820	20,171,005	188,909,113
Millet	55,157,164	57,453,128	26,570,938	139,181,230
Maize.	30,747,263	12,752,423	4,592,102	48,091,788
Wheat	4,268,621	10,960,157	15,321,440	30,550,218
Barley	1,716,725	3,645,575	5,300,132	10,662,432

PRODUCTS OF MANCHURIA.

Of the different products of Manchuria, kaoliang is the most important to the people. This plant, which is a species of sorghum, somewhat resembles Western Indian corn. The seeds are sown in the spring and the plant, which produces a large hard stalk, grows to a height of 8 to 10 feet. The seeds, which are small and red when ripe, are developed on the very tip of the plant in the form of a crown or tassel. Kaoliang seed is the staple food of the great mass of the peasantry of the country, as is rice in Southern China. It is also fed to horses, cattle and pigs, and the stalks and leaves are used for firewood. In Manchurian domestic economy kaoliang is without doubt the most valuable of all the products of the country. A very strong and fiery spirit is also distilled from kaoliang seeds. The process of distillation is very simple, and large quantities are produced which are shipped to all parts of China.

KAOLIANG SUITABLE FOR CANADA.

The great value of this crop to Manchuria brings forth the thought that it might also be of much value as a field crop in certain portions of Western Canada. The climate of South Manchuria, where the plant flourishes and where it has been brought to its highest productive capacity, is not unlike that of Southern Alberta, and it would seem that experiments should be worth while in order to determine the suitability of kaoliang to the Canadian West. The plant ripens in Manchuria about the 1st of October; and travelling through that country in the autumn, one observes great fields of this red plant which extend for miles in every direction.

It is planted in drills in the spring, and its cultivation does not seem to demand any greater attention than is called for in the case of ordinary crops.

BEANS.

While kaoliang is the field crop of greatest importance and value to the Manchurian farmers—for it is the chief food of the people—it is of far less importance to shippers, foreign merchants and manufacturers and the world at large, than the soya bean of that country. Soya beans are the great speculative product of South Manchuria, as wheat is of the Canadian West. The operations of the Dairen Produce Exchange are concerned with transactions in beans, the same as the Winnipeg Grain Exchange is with wheat. Futures in beans are dealt in in the same manner as wheat or corn in Chicago, with the additional product bean cake as another speculative commodity.

BEAN OIL.

Leaving the question of the cultivation of beans, which does not call for special notice, the manner of the extraction of the oil from the beans may be considered. For notwithstanding that wonderful properties have been attributed to soya beans, many of which are as yet commercially impracticable, the fact is that the oil is by far the most valuable property—the oil and the resultant bean cake from which the oil has been extracted.

The soya bean is estimated to contain from 9 to 10 per cent of oil, and its extraction has been a leading industry in different parts of China for many years, but within recent times and at the present day the wonderful advances which have been made in organic chemistry, and the increased employment of oils and fats in the world's industrial and domestic economy, have been the cause of vastly increasing the industry and output, and the product, which a few years ago was wholly consumed locally, now meets with a demand in all the markets of Europe and America.

OIL MILLS.

The method of extracting the oil from beans is still carried on in many districts by the old primitive mills with which the Chinese have been familiar for many years. In spite of the fact that large, modern steam-mills are in operation at different points, the great bulk of the oil produced in Manchuria is still being expressed from the beans by the old-fashioned mills. A description of the hand process of extraction was given in the *Weekly Bulletin* of July 10, 1916, as follows:—

“The process of extracting the oil from the various seeds is still in many cases carried out in a very primitive manner. In all cases the seeds are first crushed into flakes resembling rolled oats. This is accomplished by heavy, narrow stone rollers working in a concrete bed, the motive power being either an ox or a mule which is blindfolded. The crushed seeds are next taken and placed in bamboo baskets or trays which are set over large kettles of boiling water and steamed. The steaming process lasts only about fifteen minutes. The mass is then moulded into cakes within an iron band much the same as a cheese ring. Three or four of these rings, one above the other, are placed in the press, which is a very clumsy affair. Blocks of wood are then put between the rings and the top of the press, and wedges of hardwood are driven between them; as the pressure forces down the cakes of seeds within the rings other blocks of wood are inserted and then other wedges driven in. Finally the cakes are compressed to a solid mass 24 inches in diameter and 4 inches thick. The oil having all been pressed out and gathered in a vessel beneath the press.”

It now only remains to describe the operations of a modern oil mill, equipped with machinery and operated by steam power.

The Nishin Bean Mill at Dairen is one of the latter. This mill crushes 180 tons of beans per day, representing 18 tons of oil and 6,000 pieces of bean cake. A Chinese mill adjoining, crushes 120 tons of beans daily, the output being 12 tons of oil and 4,000 pieces of bean cake. This mill operates thirty-six steam presses, each press holding thirteen rings, one above the other.

METHOD OF EXTRACTION.

The operation of a bean mill for extracting oil are extremely simple, and no complicated machinery is required. The beans are taken from the sacks as they come from the farmers. (1) They are first slightly heated; and (2) are then conveyed to steel rollers and pressed into flakes. (3) The flakes are put into a large kettle and covered with marsh grass or hay, and steam is turned on for ten or fifteen minutes. (4) This enables the flakes to be loosely moulded into cakes of the required size and weight. (5) The cakes are then placed in the press, twelve to fifteen in each press, one above the other. The presses are made of steel, and are very strong, particularly the top portion. Steam is turned on in each press from beneath, and pressure is exerted from below upwards. The oil is seen to trickle down the sides of the cakes and falls into a tank below, from which it is conducted by pipes beneath the floor to other storage tanks.

TRADE IN BEANS AND BEAN PRODUCTS.

Total arrival of beans at Dairen during August, 1917	36,594 tons.
Total arrival from April 1, 1917, to August 31, 1917 (six months)	298,287 “

From customs returns for the Port of Dairen for the year 1916 the total export trade of beans and bean products for that year were as follows:—

	Total Exports. Haikwan Taels.
Beans	7,478,244
Bean cake	25,064,153
Bean oil	8,324,719
	40,867,116

At an average exchange of 75 cents in that year, this represents about \$30,000,000 Canadian currency. Of the total exports of bean oil, with the exception of tael 65,000 in value, which were shipped to other Chinese ports, all was sent to foreign countries, principally the United States.

USES OF BEAN OIL.

Bean oil is used for the manufacture of dynamite and high explosives, waterproof cloths, soaps, linoleum, margarine, paint, varnishes, toilet powders, lanterns, salad oils, lubricating oils, lamp oil, preserving sardines, and as a lard substitute. From the beans themselves can be made soups, meat substitutes, chocolate substitutes, coffee substitutes, macaroni preparation, flour, artificial milk, cheese, biscuits, sauce, meal for cattle, oilcake and fertilizers.

NEW YORK PRODUCE EXCHANGE REGULATIONS.

The following regulations respecting the quality of soya bean oil have recently been adopted by the New York Produce Exchange for transactions between members:—

Soya Bean Oil.

Section 6.—Fair average quality, crude, shall be oil obtained from the soya bean by pressure, not extraction, and shall be fair average quality of the season, provided, however, that the free fatty acids shall not exceed 2 per cent (calculated as oleic acid), nor moisture and impurities one-half of 1 per cent.

Section 7.—Prime crude soya bean oil shall be free from water and settleings, and shall refine to a colour not deeper than 35 yellow and 9 red, and with a loss not to exceed 5 per cent with the use of caustic soda. If not prime, the buyer may reject.

Section 8.—Crude soya bean oil, sold "basis 7 per cent refining loss," shall be free from water and settling, and refine to a colour not deeper than 35 yellow and 11 red, and with a loss not to exceed 7 per cent with the use of caustic soda, provided that any oil that refines with a greater loss than 7 per cent shall not be rejected but shall be reduced in price by a corresponding per cent in contract price of the oil.

Section 9.—Extracted soya bean oil shall be sold on sample or guarantee with the designation of the country of origin.

OTHER MANCHURIAN PRODUCTS.

Wheat.—Wheat is annually being cultivated in greater quantity over a large portion of South Manchuria, and the erection of new mills at different points throughout the territory has been the means of greatly reducing the imports of Shanghai flour, the customs returns for flour for 1916 being less than half of those for the preceding year. Little or no wheat is exported. The chief producing district is along the Sungari valley. Harbin is the leading market for wheat and flour in North Manchuria, and there are in that town and vicinity twenty-two modern flour mills, nearly all under Russian management. The output of these mills is mostly consumed in Eastern Siberia, while the mills at Tiehling go far to supply the needs of South Manchuria.

Barley and Buckwheat are cultivated; the former is crushed and the flour made into cakes. Barley is also used in the production of the ferment Chutze employed in the distillation of "Kaoliang" spirit. Buckwheat flour is made into a kind of macaroni.

Maize or Indian corn is quite largely cultivated, and within recent years a considerable export trade has developed in this product, principally with the United States. Maize quotations are regularly given on the Dairen Produce Exchange.

Millet.—Millet is a large and important crop in Manchuria. This plant develops on a stalk about the height of wheat or oats, but there is no plant in Canada which quite corresponds with it. The seeds are very small like bird seed; it is made into porridge which is largely employed as an article of diet by the peasantry, and requires less cooking than kaoliang. It is doubtful if this plant would be of much value to Canadian farmers.

NO IMMEDIATE MARKET FOR CANADIAN BEANS IN EUROPE.

There is a surplus stock of beans in Canada at the present time. The Commercial Intelligence Branch has found on inquiry through Mr. Harrison Watson, Canadian Trade Commissioner in London, that there is also a surplus of beans in the United Kingdom.

The Canada Food Board also took the matter up with the Canadian Trade Mission in England. Professor James W. Robertson, of the Canadian Trade Mission, wrote that he had taken the matter up with the Royal Commission on wheat supplies which has arranged the supplies of cereals for the Allies and neutrals in Europe. The Royal Commission did not see any prospect of an outlet in Europe. Professor Robertson goes on to say:—

"The United Kingdom is said to have a stock of beans (mainly rangoon) sufficient for about three years' supply. The Wheat Commission has been trying to place them in every possible market in Europe without success. I had the question up with the Roumanian delegation at Paris. There was a prospect of selling some there for seed and, later on, a quantity for food. Meanwhile the plan for sending seed from Canada for Roumania cannot be carried out for want of shipping."

THE MARKET FOR SHIRTS AND OVERALLS IN SOUTH AFRICA.

TRADE COMMISSIONER W. J. EGAN.

Most of the working shirts imported into this country are of the English manufacture, and the greater part of these have the attached turn-down collar, with a button-hole at the back of collar and at each point of the front, with of course buttons on the shirt to correspond. The cloths used are the usual Lancashire prints, denims, Oxford shirtings and drills, with of course, flannelettes as well.

Pre-war there was a big import in the English-made working shirts at from \$1.90 to \$2.25 a dozen, in flannelette, Oxford shirtings and print. By far the biggest sales in working shirts were in the better quality cloths from \$4.50 to \$7 per dozen, which included a fair import of American shirts in blues and blacks with white stripes, also all black. The stripes are mostly of drill cloth and the all blacks of drill and mercerised cloth or sateens.

As regards overalls, the colours are khaki, navy and black. These are made from denims, cottonades and similar cloths. The stocks vary and are made up in the 8, 10 and 12-ounce cloths.

An American overall, which meets with a very large sale, is made, I am told, in San Francisco. The only reason for popularity of this overall is that it has a peculiar rivet of its own at the pockets, waistbands and seams, where they are required for reinforcing. This rivet has never been correctly imitated by other manufacturers. There is a peculiarity to the touch of it which the native insists upon. By far the greatest quantity of this overall sold in this country pre-war, cost from \$8.90 to \$9.10 f.o.b. New York, according to the cotton market conditions.

Respecting the wholesale and retail price at which working shirts, overalls, etc., are sold in South Africa, it may be said that any line of overseas shirts and overalls imported into this country by the wholesale trade and large retailers, is seldom sold less than at double the invoice price from source of supply. In other words, a line of overalls costing from \$8.75 to \$9 a dozen f.o.b. overseas is usually jobbed by the wholesaler at from \$16 to \$18 a dozen and sold by the retailer at about \$2 a pair.

It is impossible to give the figures of import in any of these lines, as they are all entered under what is termed "apparel and slops"—that is, ready-made garments of any kind. The United States figures of export to this country from 1910 to 1913,

averaged about \$150,000, increasing from \$128,000 to \$164,000 in 1913, and as there was very little clothing or underwear of any kind coming from the States during that period, this gives a fair idea of the import of overalls and shirts from the American market. The big competition, however, is with the English manufacturer. However, there is no doubt our ready-made shirts and overalls are of a much better finish and style all round than the English goods.

JAPANESE GOVERNMENT AND THE DUTIES ON BREADSTUFFS.

Mr. A. E. Bryan, Canadian Trade Commissioner in Yokohama, Japan, cables that the duty on wheat and barley has been abolished by the Japanese Government, while the duty on flour has been reduced to 75 sen picul.

(NOTE.—75 sen = about 37.35 cents. 1 picul = 133½ pounds.)

APPLE PRICES IN GREAT BRITAIN.

The following information has been received from Mr. J. Forsyth Smith, Canadian Fruit Commissioner, Liverpool, in a cable of March 28:—

“Glasgow: 2,400 boxes British Columbia apples ex ss. *Montezuma*, condition generally satisfactory, sold at maximum price; about 1,000 barrels Ontario apples, condition generally satisfactory, sold mainly at maximum price, some at 40s. to 58s. per barrel.”

MACHINERY FOR HARVESTING PEANUTS IN ARGENTINA.

The recent development of peanut growing in Argentina, Paraguay and Uruguay has created a demand for machinery suitable for harvesting peanuts which is likely to increase. A machine potato digger that is sometimes used for this purpose is illustrated on the title page this week. This machine will dig from eight to twelve acres per day.

Within the last few years, says the *Bulletin of the Pan-American Union*, efforts have been made on the part of the governments of some of the Latin-American countries to have the peanut cultivated to a greater extent. Nearly all the countries grow the peanut, but they do not seem to realize its importance as a commercial crop.

Argentina has been a large peanut-importing country, and only recently has much attention been paid to developing the industry within its own borders. In 1913 a total of over 7,000,000 pounds of peanuts were imported into Argentina, mainly from China, France, Africa, and the British possessions. In that same year only 62,963 acres were planted to peanuts. In 1918, however, the peanut crop of Argentina was very successful, no doubt owing to the fact that in the previous year the Government distributed free 124,796 kilogrammes of seed.

A quotation from an Uruguayan paper gives clearly the status of the peanut in that country: “The Government’s free-seed distributing committee recently gave peanuts for planting purposes to more than 400 Uruguayan farmers who manifested a desire to engage in growing this crop. As this is a new industry in the Republic, instructions concerning the planting, cultivation, and harvesting of this legume were also furnished to the persons receiving the seeds.”

The peanut has been successfully cultivated in Paraguay and there are about seven varieties grown in that country.

In the various countries of Central America the climate is admirably suited to the cultivation of peanuts, but the people do not seem to realize their value. The United

States exports annually large quantities of peanuts to Central America, and the traveller in these countries notices frequently peanut vendors at the railroad stations and buys their products, thinking that he is consuming a Central-American article of food, but which in all probability came from the United States. The peanut in Mexico has been cultivated to quite an extent and in some states it is an important commodity.

AUSTRALIAN RASPBERRY PULP FOR CANADA.

Mr. D. H. Ross, Canadian Trade Commissioner in Melbourne, Australia, cables that the steamer *Niagara* which left Hobart on March 29 for Vancouver carried 250,000 pounds of raspberry pulp from Australia for Canada.

LONDON GROCERY EXCHANGE.

Under the auspices of the United Kingdom Association, Limited, 95 Westminster Bridge Road, London, S.E.1, a grocery exchange is being organized for the city of London. A number of applications for stands have already been received from important firms in the United Kingdom. Exchange days will be Tuesday and Thursday in each week from 11 a.m. until 4 p.m.

POST-WAR REQUIREMENTS OF THE MOROCCO MARKET.

(*The Near East.*)

A report of the acting British Consul at Casablanca, recently published, says that the local manufacture of agricultural implements, such as light ploughs and motor tractors, which in normal times are imported from France and the United States, was remarked upon at the last Concours Agricole held in October at Casablanca. Several of these were on exhibition, and it was noticed that the tractors were copied from the American makes of a well-known type.

A factory for the manufacture of tallow candles has been started at Marrakesh and the products have been put on the market. Soap factories have also sprung into existence in several of the towns, and small foundries are producing articles which are difficult to procure from Europe at present. It is not expected, however, that these small concerns can, even if permanent, affect the importation from foreign countries.

Stocks of most manufactured articles, except cotton goods, are very short as compared with normal pre-war periods, and the future demand will not be immediately affected through increase of price.

Exports have increased generally during the war on account of the production of cereals and other grains. Exports to the United Kingdom are greatly reduced owing to shortage of tonnage and to war restrictions, falling from \$2,364,250 in 1915 to \$1,206,250 in 1916, whereas exports to France rose from \$6,272,500 in 1915 to \$10,808,000 in 1916.

Imports from countries other than the United Kingdom increased from \$28,757,000 in 1913 to \$33,196,000 in 1916. This general gain is mainly in French goods. Other foreign countries whose imports increased were the United States, Portugal, and Italy.

Sugar, flour, wine, woollen cloths, copper and brass wire and sheets, cement, gasoline, machinery, candles, and soap come from France; flour, gasoline, machinery, and motor cars from the United States; wines, alcohol, cottons, silks, woollen cloth, cotton thread, and soaps from Italy; cotton goods, silks, woollen cloths, cotton thread, brass plates, cement, machinery, candles, and soaps from Great Britain.

The demand for manufactured products after the war will be in the first instance for those articles which are looked upon as staple imports, such as cotton goods, sugar, candles, soaps, building materials, woollen cloths, hardware, boots and shoes, clothing, dyes, etc.

AMALGAMATION OF THREE IMPORTANT BRITISH FIRMS.

(*Commercial Attaché Philip B. Kennedy, in United States Commerce Reports.*)

The London *Times* of January 13 announces the amalgamation of Crosse & Blackwell, James Keiller & Sons, of Dundee, and E. Lazenby & Son—firms whose names have long been household words for jam, marmalade, pickles, sauces, and potted meats. An agreement has been entered into between them by which, while each company retains its individuality and continues to manufacture its specialties independently, the capital of Crosse & Blackwell is to be largely increased so that it may acquire a controlling interest in the other two companies. There is to be an interchange of directors. The object of the fusion is said to be to secure co-operation in the administration of the three businesses and increased production for home and export as well as greater enterprise in the industrial research work now called for.

Crosse & Blackwell's business dates from 1706, when it was started in the Soho district of London; the present authorized capital is \$2,767,600. The firm of James Keiller & Sons was founded in 1797; its authorized capital is \$1,946,600. E. Lazenby & Sons (Limited) was established in London in 1776.

BUYING CONDITIONS IN SOUTH AND CENTRAL AMERICA.

(*British and Latin-American Trade Gazette.*)

Buying conditions in South and Central America differ widely from those prevalent in Europe and in the United States. Traders who are purchasers must not be approached indiscriminately. It becomes necessary to determine what class of buyer is sought, and to adhere to that class. Generally, buyers may be divided into the following categories:—

(1) Those who make importation for the purpose of reselling in smaller lots to retailers. These are known as "wholesale importers," and to them are given, as a rule, exclusive agencies. Indeed, they frequently act as manufacturers' selling agents, and are locally designated "coast houses," since they are generally located in ports, and act there as distributors to merchants in the interior, whose remoteness prevents visits from travellers.

(2) "Merchant agents," who, as general importers, make importations in order to sell goods both at wholesale and retail. Here, again, such traders may maintain branches or correspondents at the ports, or themselves act as the "branches" or agents of export houses there. It is not unusual for such agencies to be granted an entire district or country, so that, effectively, the merchant agent combines the function of agent and distributor.

(3) "Retailers" may be, again, subdivided into two classes: (a) those large retailers whose usual purchases and established credit warrant direct relations being opened with them, and who may be described as "importing retailers"; (b) those shopkeepers in general who depend upon the larger importer for their supplies, and who must be regarded as small retailers.

There is still another section recognized under the title of "importing agents," who are often found established in the large ports of the Republics, importing on their own account articles for which they are exclusive agents. This class of trader sells both at wholesale and retail, and acts as a general representative of foreign houses.

NEW INCORPORATIONS.**Dominion.**

The A. R. Williams Machinery and Supply Company, Limited. Incorporators: Gerald Augustine Coughlin, advocate; Francis George Bush, book-keeper; George Robert Drennan, stenographer; Herbert William Jackson and Michael Joseph O'Brien, clerks—all of Montreal. Capital, \$500,000 divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Capuano & Pasquale Company, Limited. Incorporators: Frank Callaghan and François Xavier Biron, advocates; Avila Gamache, broker; Ethel May Peirce, stenographer; and Isabel Maguire, clerk—all of Montreal. Capital, \$150,000, divided into 1,500 shares of \$100 each. Chief place of business, Montreal.

Midland Woodworkers, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital, \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Toronto.

Hydro-Chemical Company, Limited. Incorporators: William John Moody, of Kitchener, manufacturer; Richard Ryan, contractor; and Omar Ellis, manager—both of Montreal; Emil Schierholz, of Toronto, traveller; and George Davidson, of Woodstock, traveller. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Sautauriski Lumber Company, Limited. Incorporators: Gordon Walters MacDougall, advocate and King's counsel; William Bridges Scott and Linton Hossie Ballantyne, advocates; James Geary Cartwright, accountant; and Elsie Campbell Winter, stenographer—all of Montreal. Capital, \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Donnacona, Que.

Scottish Rubber Company, Limited. Incorporators: Gui Casimir Papineau-Couture, Louis Fitch and Ben. Bernstein, advocates; Abraham Saul Cohen, book-keeper; and Lilian Freedman, stenographer—all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Hyatt Steel Products, Limited. Capital \$300,000. Head office, Vancouver.

Manitoba.

Tremblay Company, Limited. Incorporators: Joseph Pierre Tremblay, Joseph Albert Tremblay and Christopher Hickey Simpson, contractors; Ernest Edmund Sheppard, engineer; and Thomas Joseph Murray, barrister-at-law—all of Winnipeg. Capital, \$200,000. Head office, Winnipeg.

New Brunswick.

Ready's Beverages, Limited. Incorporators: Joseph Leo O'Brien, accountant; Harry Barr Tippet, traveller; and William Joseph Murphy, book-keeper—all of St. John. Capital, \$155,000. Head office, Fairville, Lancaster parish, St. John.

Nova Scotia.

S. Cunard & Company, Limited. Incorporators: Alexander William Jones and Wm. Lorimer Hall, solicitors; and Helen Maud Sabeau, stenographer—all of Halifax. Capital, \$500,000. Head office, Halifax.

Eureka Power Company, Limited. Incorporators: James O. Kerr, manufacturer, Eureka, Pictou county; Alexander McPhene, engineer, Windsor; and Thomas G. Grant, foreman, Eureka. Capital, \$100,000.

Farlings Shipping Corporation, Limited. Incorporators: Francis D. Smith, barrister; Naomi M. Conrad and Kathleen M. De Wolfe, stenographers—all of Halifax. Capital, \$150,000.

Shatfords, Limited. Incorporators: J. Franklin Shatford, broker, Toronto; Robert H. Murray, barrister, Halifax; and Grace G. Griffin, stenographer, Dartmouth, N.S. Capital, \$100,000.

Ontario.

Marigold Mining Company, Limited (no personal liability). Incorporators: Lena Adams, book-keeper; Varna Marion Gray and Mabel Gray, teachers; Kenneth Alexander McRae, engineer; Mary Winnifred Hunt, stenographer; Goldwin Corlett Elgie, student; and Edward Martin, inspector—all of Toronto. Capital, \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

Zimmerman Brothers, Limited. Incorporators: John Zimmerman, Harry Zimmerman and George Zimmerman, manufacturers; Mary Zimmerman, married woman, and Mary Zimmerman, spinster—all of Tavistock. Capital, \$150,000, divided into 1,500 shares of \$100 each.

A. M. Castle Engineering Company, Limited. Incorporators: Jacob Henry Greenburg and John D'Alton Bradford, students-at-law; Walter George Hammond, patent solicitor; Marie O'Brien, book-keeper; and Gladys Stitt, stenographer—all of Toronto. Capital, \$275,000, divided into 2,750 shares of \$100 each.

The Hoag Oil Engine Company, Limited. Incorporators: Philip Henry Secord, Roy Eldridge Secord and Henry Powell Hoag, manufacturers; John S. Dowling, agent; and Norman Charles Hoag, toolmaker—all of Brantford. Capital, \$100,000, divided into 1,000 shares of \$100 each.

Coldwell Sand and Gravel, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital, \$300,000, divided into 3,000 shares of \$100 each.

The Superior Cap Company, Limited. Incorporators: Aaron Uger and Moris Lager, manufacturers; Freeman Ferrier Treleaven, barrister-at-law; and Janie Uger and Annie Lager, married woman—all of Hamilton. Capital, \$100,000, divided into 1,000 shares of \$100 each.

Maldaver and Company, Limited. Incorporators: Gideon Grant, Andrew Dods and Edwin Smily, barristers-at-law; Arnold Gilmour Ferguson, student-at-law; and Lina Rogers, stenographer—all of Toronto. Capital, \$100,000, divided into 1,000 shares of \$100 each.

Puddy's Limited. Incorporators: Thomas Herbert Barton, barrister-at-law; and Albert William Puddy, Edgar James Puddy, Stanley Edward Puddy and George Robert Puddy, office clerks—all of Toronto. Capital, \$1,000,000, divided into 10,000 shares of \$100 each.

Boston-McCrea Gold Mines, Limited (no personal liability). Incorporators: James Edward Day, John Michael Ferguson and Joseph Patrick Walsh, barristers-at-law; Charles Joseph McLaughlin, student-at-law; Gladys Louise Lee and Irene Hickey, stenographers; and Ella Edith Purvis, book-keeper—all of Toronto. Capital, \$2,000,000, divided into 2,000,000 shares of \$1 each.

Willastone Mines, Limited (no personal liability). George Roy Sproat, accountant; Charles Henry Kemp and John Clarke Thomson, solicitors; and Edward Boyle Dowdall and James Joseph Frawley, students-at-law—all of Toronto. Capital, \$2,500,000, divided into 2,500,000 shares of \$1 each.

Saskatchewan.

Knechtel Motor Company, Limited. Incorporators: Charles E. Davis, of Asquith; and Martin Berg, Richard T. Chown and G. E. Knechtel—all of Saskatoon, and four other subscribers. Capital, \$100,000, divided into 1,000 shares at \$100 each. Chief place of business, Saskatoon.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Statistics Division, Dominion Bureau of Statistics.

Week ending March 28, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,746,665	687,942	587,780	664	104,390	5,127,444
Consolidated Elevator Co.	1,439,774	27,897	64,389	11,258	5,299	1,548,617
Empire Elevator Co.	1,235,160	123,148	115,217	45,478	8,033	1,527,036
Ogilvie Flour Mills Co.	1,146,627	48,573	226,648		229	1,422,077
Western Terminal Elevator Co.	1,703,716	36,304	35,456	63,696	5,120	1,844,292
G. T. Pacific.	4,836,585	390,159	292,987	66,348	12,787	5,598,866
Grain Growers' Grain Co.	1,195,598	441,149	424,841		31,340	2,092,928
Fort William Elevator Co.	1,026,753	313,323	132,202	37,777	18,015	1,528,070
Eastern Terminal Elevator Co.	1,061,952	59,287	113,193		15,010	1,249,442
Northwestern Elevator Co.	814,328					814,328
Port Arthur—						
Port Arthur Elevator Co.	5,455,138	714,285	1,103,709		56,229	7,329,361
Sask. Corp. Elev. Co.	2,261,818	179,435	145,708	87,153	35,053	2,709,167
Canadian Government Elevator.	2,104,372	498,555	189,022	110,732	33,465	2,936,146
Account Imperial Government.				2,518		2,518
Thunder Bay.	913,042	165,526	125,336	35,487	3,753	1,243,144
Davidson & Smith.	615,665	228,561	236,611		3,800	1,084,637
Eastern Richardson.	1,269,197	128,561	86,201	33,094	174,236	1,691,289
Total terminal elevators . . .	30,826,393	4,042,705	3,879,300	494,205	506,759	39,749,362
Saskatoon Can. Government Elevator..	455,651	1,055,785	128,643	2,101		1,642,180
Moosejaw Can. Government Elevator..	978,465	477,690	75,079	8,682	†4,772	1,546,451
Calgary Can. Government Elevator....	799,591	715,659	132,838	995	†13,369	1,684,455
Vancouver Can. Government Elevator.	Not	reported.			22,003	
Total interior terminal elevators	2,233,707	2,249,134	336,560	11,778	41,907	4,873,086
Depot Harbour.	144,629					144,629
Midland—						
Aberdeen Elevator Co.	434,157					434,157
Midland Elevator Co.	1,185,321				106,373	1,291,694
Tiffin, G. T. P.	852,280					852,280
Port McNicoll.	Not	reported.				
Collingwood.	58,631					58,631
Goderich—						
Elevator & Transit Co.	897,435					897,435
Western Canada Flour Mills Co., Ltd.	519,324					519,324
Elevator & Transit Co. afloat.	241,605					241,605
Kingston—						
Montreal Transportation Co.		19,982				21,395
Commercial Elevator Co.	1,413					1,537,450
Port Colborne Dom. Gov't. Elevator ..	1,537,450					1,277,529
" Maple Leaf Mill'g Co., Ltd.	1,277,529					
Prescott.						
Montreal—						
Harbour Commissioners No. 1	2,378,655	64,322	210,924			2,653,901
" No. 2	247,082	577,371	366,223			1,190,676
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners.	924,058	194,288	2,299			1,120,645
West St. John, N.B.	252,954	13,585	29,107			295,646
Halifax, N.S.	144,024					144,024
St. John, N.B., Can. Nat. Ry.	9,575					9,575
Total public elevators	12,256,275	869,548	608,553		106,373	13,840,749
Total quantity in store.	45,316,375	7,161,387	4,824,413	505,983	†18,141	636,898

+ Corn

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended March 28, 1919.

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard	52,261	158,873	.....	191,134
No. 1 Northern	8,757,603	1,732,235	5,308,091	15,797,929
No. 2 "	4,549,403	173,740	2,201,955	6,925,098
No. 3 "	5,391,943	83,059	1,646,378	7,121,380
No. 4 Wheat	4,855,231	13,738	1,430,909	6,299,878
No. 5 "	2,548,044	13,005	673,796	3,234,845
No. 6 "	3,362,323	1,040	161,118	3,524,481
Other	1,329,585	58,017	834,028	2,221,630
Totals	30,826,393	2,233,707	12,256,275	45,316,375
Oats—				
No. 1, C.W.	1,707	.....	1,903	3,610
No. 2, "	294,641	349,570	57,400	701,611
No. 3, "	586,564	311,100	43,694	941,358
Ex. No. 1 Feed	404,627	422,876	123,053	950,556
No. 1 Feed	461,466	474,902	143,361	1,079,729
No. 2 "	1,375,888	532,545	97,125	2,005,558
Other	917,812	158,141	403,012	1,478,965
Totals	4,042,705	2,249,134	869,548	7,161,387
Barley—				
No. 3 extra C.W.	1,139	.....	.....	1,139
No. 3 C.W.	1,376,852	94,064	78,355	1,549,271
No. 4 "	1,617,029	142,614	139,478	1,899,121
Feed	284,746	27,486	22,792	335,024
Rejected	351,279	34,413	233,609	619,301
Other	248,255	37,983	134,319	420,557
Totals	3,879,300	336,560	608,553	4,824,413
Flax—	Acct. Imp. Govt.			
No. 1 Northwestern Canada....	1,188	262,202	7,562	270,952
No. 2 C.W.	932	147,947	2,746	151,625
No. 3 "	398	70,015	765	71,178
Imperial Govt. ....	.....	.....	207	207
Rejected .....	.....	.....	58	58
Other .....	.....	11,523	440	11,963
Totals	2,518	491,687	11,778	505,983
Rye—				
No. 1 C.W. ....	.....	4,457	.....	4,457
No. 2 " .....	.....	341,466	19,060	410,537
Rejected .....	.....	62,302	2,943	80,312
No Grade .....	.....	24,288	.....	24,288
Other .....	.....	74,246	1,763	117,304
Totals .....	.....	506,759	23,766	636,898
Corn .....	.....	.....	18,141	18,141
Total quantity in Store. ....	.....	39,749,362	4,873,086	58,463,197

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East and Afloat on March 28, 1919, with comparisons for Five Years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>March 28, 1919—</i>			
Terminal elevators.....	30,826,393	8,922,969	39,749,362
Interior terminals.....	2,233,707	2,639,379	4,873,086
Public elevators in the East.....	12,014,670	1,584,474	13,599,144
" " Afloat.....	241,605		241,605
Total.....	45,316,375	13,146,822	58,463,197
<i>March 29, 1918—</i>			
Terminal elevators.....	4,134,728	8,765,567	12,900,295
Interior terminals.....	1,026,278	4,393,747	5,420,025
Public elevators in the East.....	2,146,743	2,397,341	4,544,084
Afloat.....	2,691,868		2,691,868
Total.....	9,999,617	15,556,655	25,556,272
<i>March 31, 1917—</i>			
Terminal elevators.....	22,941,056	13,028,756	35,969,812
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	4,621,160	2,918,467	7,539,627
Public elevators in the East.....	1,498,794	3,559,175	5,057,969
Total.....	29,150,255	19,607,729	48,757,984
<i>March 31, 1916—</i>			
Terminal elevators.....	26,868,996	11,980,236	38,849,432
Afloat terminals.....	2,447,586	974,111	3,421,697
Interior terminals.....	6,027,130	1,796,328	7,823,456
Public elevators in the East.....	2,966,811	2,814,206	5,781,017
Total.....	38,310,521	17,565,081	55,875,602
<i>April 1, 1915—</i>			
Terminal elevators.....	8,940,506	4,608,352	13,548,858
Afloat terminals.....	283,132		283,132
Interior terminals.....	718,707	717,487	1,436,194
Public elevators in the East.....	1,689,397	1,871,084	3,560,481
Afloat.....	113,441		113,441
Total.....	11,745,183	7,196,923	18,942,106
<i>April 2, 1914—</i>			
Terminal elevators.....	12,943,184	10,431,423	23,374,607
Afloat terminals.....	4,083,630	3,310,060	7,393,690
Public elevators in the East.....	2,134,053	2,538,512	4,672,565
Afloat.....	110,719		110,719
Total.....	19,271,586	16,279,995	35,551,581

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending March 28, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....	1,084,668		5,872	1,090,540
C.P.R., West St. John, N.B.....	189,322	156,786		346,108
Government Elevator, Port Colborne, Ont				—
Aberdeen Elevator, Midland, Ont	64,000	85,074	15,180	164,254
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....	112	157		269
Montreal Warehousing Co., Montreal, Que.....	764,514	92,915		857,429
Quebec Harbour Commissioners, Quebec.....	738,152			738,152
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	1,104,931			1,104,931
Harbour Commissioners No. 2, Montreal, Que.....	416,325	33,654	58,888	508,867
Halifax, N.S., C.G.R.....	96,503			96,503
Port McNicoll, C.P.R.....		Not reported.		—
Goderich Elevator and Transit Co.....				—
St. John, N.B., Canadian Nat. Ry. Elevator.....	8,313	272,117		280,430
Midland Elevator Co., Midland, Ont.....	160,000	664,200		824,200
Total.....	4,626,840	1,304,903	79,940	6,011,683

TENDERS INVITED.

South Africa.

SANITARY PAILS AND LIDS, JOHANNESBURG MUNICIPALITY.

A limited number of tender forms and specifications for 7,500 sanitary pails with eyelet holes, 2,500 pails without eyelet holes, and 1,500 lids, or alternatively 15,000 pails with eyelet holes, 5,000 without eyelet holes, and 3,000 lids have been received from Trade Commissioner W. J. Egan, Cape Town, South Africa. Tenders close at Johannesburg on May 13, 1919.

It is advisable, if any Canadian manufacturers purpose tendering for the supply of these pails and lids, that they should send samples to the Johannesburg municipality, and at the same time advise Mr. Egan. Representation would be almost a necessity in securing and holding a business of this kind, and should any of the Canadian firms tendering consider this feature, if they will advise Mr. Egan with full particulars as to commission, etc., he will be glad to take the matter up for them and endeavour to recommend reliable agents in a position to secure business.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

674. **Agencies.**—The principal of one of the leading South African firms will be in Canada at the end of March or first week in April, for the purpose of making agency arrangements in builders' hardware, bath-room supplies, baths, plumbing material, household utensils, stoves, farmhouse utensils and tools of all kinds, wire, all kinds, and lumber. All firms desiring an interview are requested to address Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

745. **Tea, vinegar and syrups.**—A progressive firm in St. John's, Newfoundland, wishes to get into touch with Canadian exporters of package tea, vinegar and syrups.

746. **Flint bottles and pots.**—A London importer asks for names of Canadian manufacturers of small white flint bottles, unstoppered and stoppered; also machine-made white flint pots for face creams, etc.

747. **Oils and fats.**—A correspondent at Antwerp, Belgium, asks for names of Canadian manufacturers of stearine, oleine, lubricating oils and greases, cylinder oil, engine oils, spindle loom soluble oils, cutting compound, dynamo oils, wool oils, etc.

748. **Chocolates.**—A London firm is desirous of securing the representation of a Canadian manufacturer of chocolates.

749. **White sugar.**—Inquiry is made by a London firm of cocoa and chocolate manufacturers for the names of Canadian sugar refiners able to ship immediately pure white sugar.

750. **Automobile accessories, etc.**—A London firm of motor and cycle accessories merchants desires to get into touch with Canadian manufacturers of automobile and motor-cycle lamps and generators; horns (both mechanical and bulb); mirrors, tool kits, sparking plugs; and general items of car equipment.

751. **Picture-frame mouldings.**—A London company desires the addresses of Canadian manufacturers of picture-frame mouldings who can fill export orders.

752. **Upholsterers' leather.**—A firm in Scotland asks to be placed in touch with Canadian manufacturers of upholsterers' leather for use by furniture makers, motor-car body builders, and for ship furnishing. They are prepared to buy either outright or upon a commission basis, and to submit samples of hide patterns as used by their customers.

753. **Dried codfish.**—A London import and export firm invites offers from Canadian shippers of dried codfish, especially those who have United Kingdom resident agents.

754. **Rolled gold jewellery, nickle and alarm clocks.**—A London firm get into correspondence with Canadian manufacturers of rolled gold jewellery who can fill export orders. They also inquire for Canadian manufacturers of nickle and alarm clocks.

755. **Boots and shoes.**—A partner in a London firm of boot and shoe importers and agents, who will shortly visit Canada, is desirous of entering into negotiations to represent, for the United Kingdom and Scandinavia, Canadian manufacturers of high-class ladies' Goodyear welt and McKay's, and men's Goodyear welt only, boots and shoes, and will be glad if Canadian manufacturers wishing to meet him will write to an address available upon application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

756. **Condensed milk.**—A London firm is in a position to handle a first-class brand of Canadian condensed milk.

757. **Glass milk bottles.**—A London company applies for the addresses of Canadian manufacturers of glass milk bottles who can fill export orders.

758. **Alarm clocks and mantle clocks.**—A firm of London manufacturers' agents and importers desires the addresses of Canadian manufacturers of alarm clocks and mantle clocks.

759. **Hay and straw.**—Inquiry is made for the address of a Canadian firm shipping baled hay and straw, prepared to appoint an English representative upon a commission basis.

760. **Tool handles.**—A merchant having an extensive business in South Wales desires to secure supplies of tool handles in hickory, ash and maple from Canada. Handles required for all kinds of colliery, garden, agricultural and domestic tools in large quantities. Would also consider offers of pit-props.

761. **Manufactured goods.**—A firm of British sales agents for American manufacturers having branches in London and Paris wishes to secure supplies of Canadian manufactured goods in the following lines: Household hardware, ironmongery, woodenware, tools, tobaccoists' goods, brushware, stationery and school supplies, toys, working gloves, restaurant supplies, shoe sundries, shoe grindery (articles for shoe manufacture), lamps.

762. **Railway ties and cross pieces.**—A Belgian importer wishes to secure a sole agency for Canadian manufactures of railway ties and cross pieces. Oak railway ties are preferred, but other suitable Canadian woods might be considered.

763. **Raw products and chemicals.**—A firm in Stockholm, Sweden, wishes to get into communication with Canadian exporters of all kinds of raw products and chemicals for industrial purposes and especially with firms who have not yet established connections with Scandinavian countries.

764. **Representation.**—Canadian officer returning to England about June 1, is desirous of getting in touch with exporters of high-grade Canadian apples with a view to handle same on a profit-sharing basis. Also agency wanted for domestic labour-saving devices such as electric washing machines, water heaters, kitchen utensils, etc. In position to introduce same to best English trade. Highest references furnished.

765. **Glass tubes.**—A manufacturer of tubes in London who has an immense business, wishes to secure in Canada 60,000 dozen glass tubes. Samples at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

766. **Agency.**—A merchant in Palermo, Italy, would like to have the sole agency in Sicily for Canadian manufactures of the following articles: Gelatine leaves, or sheets, paper, carbon, writing materials, perfumes, brushes, combs, razors, and articles of the coiffeur, shoe polishes and rubber boots, and other articles of similar nature.

767. **Food products.**—A merchant in Milan, Italy, wishes to secure agencies for Canadian manufactures of food products in different lines.

768. **Lighting glassware.**—A firm of Australian importers desires to receive catalogues and wholesale quotations, on the basis of f.o.b. steamer, of the following lines

of Canadian glassware: Upright gas chimneys, straight and normal, with side holes—clear and opal glass and also fancy coloured glass globes. Clear inner cylinders and bulbs, 3-lug fitting in 48, 54, 63 and 70 mm. diameter for inverted burners. Clear, half-frosted, half-opal, and fancy coloured globes for inverted burners in 70, 80, 85, 100 and 120 mm. diameter, flange fittings. The quality required to be similar to "Jena" or "Thermo."

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX.

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Milita, C.P.O.S. Lines, about April 10; *Scandinavian*, C.P.O.S. Lines, about April 16; *Minnedosa*, C.P.O.S. Lines, about April 22; *Grampian*, April 25; *Corsican*, April 30.

WEST ST. JOHN TO LONDON.

Montcalm, C.P.O.S. Lines, about April 13.

WEST ST. JOHN TO GLASGOW.

Holbrook, C.P.O.S. Lines, about March 25.

WEST ST. JOHN TO MANCHESTER.

Manchester Corporation, Manchester Line, about April 12; *Manchester Hero*, Manchester Line, about April 19; *Manchester Division*, Manchester Line, about April 24.

WEST ST. JOHN TO BELFAST.

Ramore Head, Head Line, about April 15.

HALIFAX TO SANTIAGO (CUBA), AND JAMAICA.

Key Vive, Pickford and Black, about April 20; *Amanda*, Pickford and Black, about April 24.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about May 10; *Megantic*, White Star-Dominion Line, about May 17.

FINLAND'S REQUIREMENTS IN AGRICULTURAL IMPLEMENTS.

(British Board of Trade Journal.)

There appears to be an immediate demand in Finland for agricultural tools and the less expensive machinery, and that the demand is likely to increase rapidly in the near future. Sweden may, of course, become a large supplier, but there is no reason why British manufacturers should not hold their own against all competition. It is necessary to acquire first-hand knowledge as regards technical requirements and all matters relating to the system of selling and distributing, including the granting of suitable credits.

The establishment of the right kind of selling agency is important, and care should be exercised to see that an agent's personal interests are identified with those of British principals. It is further advisable that the services of Englishmen conversant with the languages and people of Finland should be utilized as far as possible.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

E. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskeya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:—

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
- Report re Mail Subsidies and Steamship Subventions.** (Annual.)
- Report of Board of Grain Commissioners for Canada.** (Annual.)
- Rules and Regulations made by Board of Grain Commissioners.** (Annual.)
- List of Licensed Elevators, etc.** (Annual.)
- Grain Inspection in Canada.**
- Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.**
- Supplements to Weekly Bulletin:**
 - Trade of China and Japan.
 - The German War and its relation to Canadian Trade.
 - Handbook for Export to South America.
 - Commercial Intelligence Service.
 - Toy Making in Canada.
 - The Timber Import Trade of Australia.
- Patent Office Record.** (Monthly.)
- Rules and forms of the Canadian Patent Office.**
- Canada and the British West Indies.** (1915.)
- Canada the Country of the Twentieth Century** (1915). \$1.00.
- Handbook for Export to South America** (1915).
- Trade with China and Japan.** (1914.)
- Export Directory of Canada** (1915).
- Review of Commercial Intelligence Service.** (1916.)
- Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades.** (Published Weekly.)
- Number of Cars of Grain inspected in Western Inspection Division.** (Monthly.)
- Receipts and Shipments of Grain at Fort William and Port Arthur.** (Monthly.)
- Food Inspection Bulletins.**
- Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.**

Bureau of Statistics.

- The Canada Year Book.**
- Monthly Bulletin of Agricultural Statistics.**
- Annual Report of the Trade of Canada.**
- Monthly Report of the Trade of Canada.**
- Monthly Report of Census, Statistics, etc.**
- Bulletins of the Fifth Census of Canada, 1911:**
 - Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
 - Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
 - Vol. III, 1912, Manufacturers, 1911.
 - Vol. IV, Census of Canada.
 - Vol. V, Forest, Fishery, Fur, etc.
 - Vol. VI, Occupations.
- Population and Agriculture (Prairie Provinces.)** (1916.)
- Postal Census of Manufacturers.** (1916.)
- Criminal Statistics, 1916.**
- Special Report on Foreign Born Population.**
- Report on Production of Creameries and Cheese Factories, 1915-1916.**

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APRIL 14, 1919.

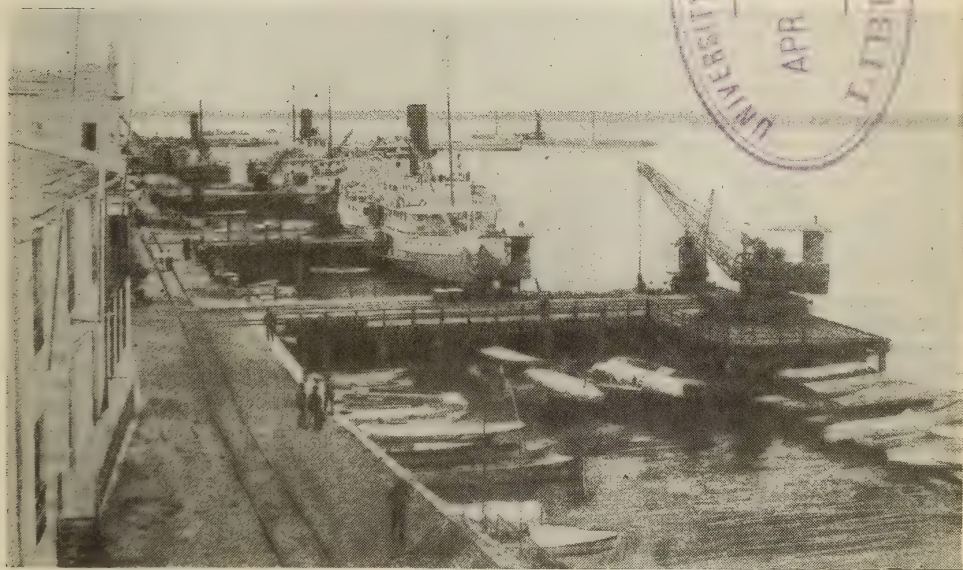
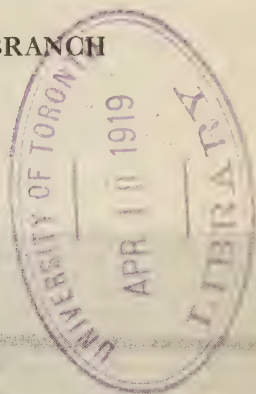
No. 793.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Wharf and River at Asuncion. (See p. 662.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, April 14, 1919.

No. 793

PROPOSED BRITISH EMPIRE EXHIBITION IN LONDON IN THE SPRING OF 1920.

In 1912 the following committee were appointed with a view to holding an Empire Exhibition at the Crystal Palace in London in the year 1916:—

Hon. President—The Duke of Argyll, K.G., K.T., G.C.M.G.

Vice-Presidents—The Earl of Cromer, G.C.M.G.; The Earl Curzon of Kedleston, G.C.S.I.; The Earl Grey, G.C.M.G.; Lord Islington, G.C.M.G.; The Hon. Sir Arthur Lawley, G.C.S.I.; The Hon. Sir Thomas Mackenzie, K.C.M.G.; Viscount Milner, G.C.B.; Lt.-Col. Sir Matthew Nathan, G.C.M.G.; Lord Plunkett, G.C.M.G.; The Earl Selborne, K.G.

Hon. Treasurer—Sir Charles J. Stewart.

Acting Secretary—L. Goodwin.

Something like £5,000 had been expended on carrying out the preliminary work but the outbreak of the war prevented the carrying out of the project. The Canadian High Commissioner in London has received a letter from Mr. L. Goodwin, acting secretary, from which the following is an extract:—

“My committee are strongly of opinion that great stimulus and advantages to British trade and commerce would accrue by the holding of a British Empire Exhibition in the spring of 1920. In the building up of the new world the exhibition would afford an opportunity to the British manufacturers to capture a large share of the post-war world's trade, which would be keenly competed for by all countries. The overseas dominions and other parts of the Empire would have an opportunity of displaying their produce with a view of developing trade relations between the Mother Country and her dominions. The exhibition would attract visitors from all parts of the world, which would result in large sums of money being spent in this country, giving an impetus to business and trade generally. It is fully expected that under good business management a good surplus profit would result.”

It may be noted that the British Empire Exhibition 1920 has been incorporated under the title of “British Dominions Exhibition, Limited.”

MACHINERY FOR TEXTILE MANUFACTURES WANTED IN FRANCE.

Mr. Philippe Roy, Commissioner General of Canada in Paris, France, writes that he is continually receiving inquiries regarding cotton and cloth machinery manufacturers in Canada. Mr. Roy quotes the following letter which he recently received: “I take the liberty of asking you to let me know the addresses of different houses in Canada manufacturing machines for the cloth business, in which I am engaged, such as weaving machines, machines for stiffening cloths and carding machines, etc. I would like to have catalogues and prices of the houses manufacturing these machines in order to repair my factory.”

Canadian manufacturers of such machinery should send catalogues and prices to Mr. Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris, France.

EXPORTS FROM THE UNITED KINGDOM FOR WHICH NO LICENSE IS NECESSARY.

Mr. G. T. Milne, British Trade Commissioner in Montreal, has received a cable despatch from the Imperial Department of Overseas Trade dated April 4, 1919, stating that an export license is no longer necessary for export of the following articles from the United Kingdom except for countries bordering on Germany: Bichromate of soda, cereal foods containing milk, certain proprietary brands of dyes, certain vegetable edible oils, chronometers, gall nuts, grapefruit, jute thread, nectarines, pine-apples, pulpboard waste, sheepskin pelts, strawboard waste, sulphonal casein and preparations thereof, wood-pulp.

As there have been no restrictions on these products when imported into the United Kingdom from countries of the British Empire since the 12th March, this list is of interest to Canadians merely as showing that the above products may now be imported from foreign countries as well as from countries of the British Empire.

LEATHER REQUIREMENTS OF THE UNITED KINGDOM.

CHIEF CANADIAN TRADE COMMISSIONER HARRISON WATSON.

LONDON, ENGLAND, March 17, 1919.

At the moment there is a shortage of leather of practically all kinds in this country, and now—more especially that the existing import restrictions have been withdrawn in the case of Canada—the United Kingdom should be able to absorb for some time to come all the leather of suitable quality which Canada can supply.

The ordinary leather requirements of the United Kingdom will be well known to the principal Canadian tanners and shippers, because for many years past Canada has sent considerable quantities of sole leather and also shipments of upper leather to Great Britain, and moreover many exporters, besides possessing agents or regular connections here, were in the habit of paying frequent visits to this side, and at the same time a number of the leading importers and factors are thoroughly familiar with the Canadian leather industry and trade.

The position has, of course, been temporarily affected by the events of the past four years; and certainly one of the most notable achievements of Great Britain has been the remarkable manner in which sufficient supplies of leather for military purposes were secured in the face of every kind of difficulty, not only to meet the requirements of the British army, but to furnish enormous quantities of boots and other equipment to France, Italy, and other Allies, and subsequently to the United States army. This end was only accomplished by the Government assuming complete control of the importation and distribution of hides and leather, and of the tanneries and boot and shoe and saddlery factories, etc.

This control is still being maintained to a great extent under the advice of the Leather Council, which meets regularly, in so far that foreign purchasing and distributing is still being undertaken; and in this connection Sir Percy Daniels has only recently visited the United States in order to make important purchases of various kinds of upper leather, which are urgently needed by the trade here.

In any case it seems probable that outside of leather the produce of the British Empire, a system of licensing will continue for some time to come.

While the requirements have temporarily disorganized the tanning and leather industries of the country in so far that everything has been sacrificed to military needs, it cannot be said that there has been much alteration in the general situation.

The United Kingdom has for many years past been in a position to supply most of the sole leather which it requires, more especially the heavy types, and it is understood that during the war arrangements have been completed for still further increasing the output. All the same there is likely to remain a certain demand for sole leather, more especially of the lighter kinds.

This country has always imported from abroad a large proportion of the upper leathers which it uses, notably of the finer grades such as box and willow calf, glace kid, patent leather, etc. While there has been some tanning of full chrome box sides and semi-chrome box from East India kips—and it is thought that there may be important developments in these directions when normal conditions are restored—it is certain that this country must continue to draw the bulk of its supplies from abroad, and at the moment there is an urgent demand for every variety of upper leather.

It is understood that the purchases made by the Government, already referred to, although considerable only cover requirements for the next few months, and one would judge that the supplies which this country could take from Canada are only limited by the output capacity, which unfortunately in the case of most of the finer upper leathers is still very small.

The chief difficulty here as elsewhere is the great shortage of hides; and while it is hoped that the German control of the Indian supply has now been shattered, it looks as if a long time must elapse before equilibrium can be even approached.

At the present time it is said that there are no stocks whatever of waxed splits in this country, and these are consequently in urgent demand, and there is also a great scarcity of offals of all kinds.

An important development of the war has been the successful introduction of Canadian patent leather to this country; and while, as might have been anticipated, there was a certain amount of opposition to start with from sources accustomed to using the German product, this has passed away, and it is understood that Canadian patent leather is now giving great satisfaction and is in increasing demand.

While there are obviously difficulties in the way, under existing circumstances, there is every reason to suppose that similar efforts to increase Canadian production of box and glace kid, lining leather, etc., would achieve equally good results, and it is to be hoped that something in this direction can be accomplished.

In conclusion, it is interesting to reproduce a memorandum about Canadian leather, which has been furnished by a London firm which has for many years past maintained close connections with Canadian leather manufacturers and shippers:—

“At the moment the principal demand in this country is for upper leather, for the manufacture of boots and shoes. Such upper leather consists of full chrome box calf, both black and coloured (the latter is sometimes termed willow calf). Canada can also, and has produced some amount of patent leather; prior to the war this article was mostly produced in Germany. The Americans have succeeded in producing a very good chrome patent side, and whilst we know one manufacturer of this article in Canada, we think there is an opening for more.

“Glace kid is also produced by a few of the Canadians, but we now look to the United States for certainly 50 per cent of our supplies, and we think that if one or two of the men there would take this article up, they would find a very good market here.

“In regard to sole leather, our own tanners are producing very large quantities, in fact they have laid themselves out to produce much better supplies than in pre-war days. At the same time we still import a considerable quantity of American sole leather, Australian, and prior to the war there was a fair quantity of sole leather coming in from Canada.

“*Waxed splits.*—This is an article that has been produced in large quantities by the United States. Canada has followed, but their product has not been equal to that of the United States, and there is a demand (although not so great now as it used to be in consequence of chrome leathers being produced), yet there is always a certain amount being used, and if greater care was taken in this product we believe that they could capture a good deal of the market here.”

While, as previously stated, the leading London leather importers are known to Canadian shippers, the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, has been furnished with the address of a few of them. (Refer File No. 23061.)

THE LEATHER TRADE IN THE BRISTOL DISTRICT.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

GENERAL SITUATION.

Bristol, England, March 15, 1919.—The leather trade, as in the case of most other industries, has been under Government control. After taking control of the selling prices of practically all kinds of finished leather virtually all classes of raw material were controlled. The Government then instituted a system of themselves distributing raw materials to leather manufacturers with whom they made arrangements to turn their materials into finished leather, at a price agreed upon, and about the same time established a control over leather merchants for the distribution of the finished leather.

In addition to the home production of leather being controlled, the Government placed an embargo upon the importation of all foreign leather which had been coming into this country in large quantities, and sent Government officials to America as buying agents. The leather was purchased, brought across the sea and warehoused by the Government, and has been distributed by the leather importers through the usual channels.

The Government then instituted a system of distribution under certificates. The manufacturers of leather goods, including boots and shoes, had to make a return of the quantity they had been in the habit of producing, and upon that basis they were rationed as to the amount of leather which could be supplied under certificate or license from the Government.

Now, however, that it has been decided by the British Government to remove all restrictions on importation into the United Kingdom of goods which are exported from and are the produce or manufacture of British Dominions, Canada will be placed in a very favourable position respecting the trade in leather with Great Britain.

The leather trade in the Bristol district is principally in boot and shoe leather, in which a very extensive trade has been done. There are several old-established concerns which have been importing for years and have been in touch with Canadian firms for a long time. There is a large demand for certain classes of leather which Canada can supply, and Canadian exporters should take advantage of the present shortage of these lines to ship to this market. The following will indicate the present position of the trade in this district in the various kinds of leather:—

SOLE LEATHER.

The concensus of opinion in the trade is that there is a large demand for the lighter weight sole leather, especially for hemlock leathers. It has also been expressed that union light weight leathers would also find a good sale. The light weight bends are being sold as quickly as received, but supplies are gradually being reduced in volume while the heavier weights tend to accumulate. The United Kingdom manufacturers of the heavier weights of leather seem to be able to supply all requirements, as they have developed extensively and have made additions to their plants during the war.

It is of course impossible to say what the position will be with regard to hemlock leather from the United States, and whether the American product will be allowed into the country free of duty, but at the present time the British Government removal of restrictions seems to apply only to the goods of the British Dominions, which places Canada in a very advantageous position respecting the supply of lighter hemlock leather. Canadians must, however, be careful not to ask prices which, although they might be accepted to-day, would be detrimental to a large and increasing trade when competition becomes greater.

In oak tanned leathers the market does not seem so favourable for importation on account of the large amount manufactured in the United Kingdom, especially in weights of over twelve pounds average.

There are great accumulations of chrome sole leather, so there is no demand at present in this class of leather.

WAXED SPLITS.

There is a great demand in this district for waxed splits. The trade in waxed splits has been a very important one for a number of years, and several large boot manufacturers have worked up their businesses on the use of waxed splits as uppers for workmen's boots. Although the almost unanimous opinion in the trade is that there is a fine market for waxed splits, one large firm here thinks that great quantities of army boots will be put on the market by the Government, which will cause a falling off in the demand for the regular workmen's boots and hence for waxed splits, but this is of course problematical. At any rate there is a shortage at the present time, and practically all of the firms are desirous of buying waxed splits.

Concerns in Bristol are unanimous in their opinion that Canadians dress their waxed splits too soft. They say that the Canadian products have splendid wearing qualities on account of the larger amount of oil in the soft split, but for selling purposes people here prefer the firm dry splits as manufactured by some of the United States houses. They say that if Canadian tanners would make their waxed splits firm and dry instead of soft they would find an increased market for their goods and higher prices would be realized.

A sample piece of an American waxed split which meets with approval on this market has been forwarded and may be seen on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

BETTER GRADE UPPER LEATHER.

An extreme shortage is experienced for upper leather for the better class boots and shoes. During the war people have become accustomed to paying higher prices for their foot-wear and a great many, especially women, have received higher wages and show a preference for better boots and shoes in such leathers as glace kid, patent leather, etc. It is, however, very difficult to say what the market will be in the future, as Sir Percy Daniels has been buying in America, on behalf of the British Government, large quantities of upper leather, consisting of black and coloured glace kid, box and willow calf, gun metal and velvet calf, full chrome box and kip sides, patent sides, patent colt, nubuck and white kip sides. These purchases have been for delivery before June 30, and the consensus of opinion among those in the trade seems to be that there is such a demand that these supplies will be used up in the course of a few months—some say three or four months. The above-mentioned upper leathers bought by the agent of the British Government will give Canadian manufacturers an idea of the requirements of the market. The high class upper leathers in light weights appear to be in greatest demand.

OFFALS.

Offals are in great demand. Merchants and manufacturers cannot get enough offal at the present time, and the market is therefore very favourable for Canadian bellies and shoulders. One of the reasons given for this shortage is that while the Government purchased hemlock bends abroad, they did not buy sides or offals. There is therefore a splendid market for Canadian hemlock bellies and shoulders in this district.

SADDLERY AND HARNESS LEATHER.

There does not appear to be any demand for imported harness and saddlery leather. Large quantities of leather for these purposes are of course used, but the United Kingdom manufacturer seems to be able to supply all requirements.

PRICES FOR BOOT AND SHOE LEATHER.

The Government has been offering various lots of leather to the merchants, and in order to give an indication of the present prices, the following are the prices at which the Government has offered these lots of different kinds of leather:—

American Box Calf, Kip and Sides.

(Messrs. Plister and Vogel's Tannage.)

Description.	Grade.	Price. Per Foot.
Peevee Kip.	CM.	21d.
"	CLM.	20d.
"	1M.	19d.
"	No. 3.	12d.
Diamond Kip, E.I.	1LM.	18d.
"	2M.	17d.
"	2LM.	16d.
"	No. 3.	12d.
Peevee Calf.	2M.	20d.
"	2LM.	19d.
"	2L.	18d.
"	3H.	12d.
Peevee Sides.	CHM.	
"	CH.	24d.
"	CM.	24d.
"	CLM.	23d.
"	1HH.	
"	1H.	22½d.
"	1M.	22½d.
"	1LM.	21d.
"	1L.	19d.
"	2HH.	
"	2H.	20d.
"	2M.	20d.
"	2LM.	19d.
"	2L.	17d.
"	3HH.	
"	3H.	17d.
"	3M.	16d.
"	3LM.	15d.
"	No. 3.	12d.
Peevee Kip Sides.	1H.	17d.
"	1M.	16d.
"	1LM.	15d.
"	1L.	13d.
"	2LM.	13½d.
"	2L.	11½d.
Diamond Kip Sides.	No. 3.	
Diamond Sides.	No. 3.	12d.

"Surpass" Glace Kid.

Average about—	Grade.	Price.
4 ft.	725 H.	23d.
4 "	725 HM.	
4 "	725 M.	23d.
4 "	725 LM.	21d.
4 "	726 H.	
4 "	726 HM.	21d.
4 "	726 LM.	19d.
4 "	727 H.	
4 "	727 HM.	19d.
4 "	727 M.	19d.
4 "	727 LM.	17d.
4 "	728 H.	
4 "	728 HM.	17d.
4 "	728 M.	17d.
4 "	728 HM.	15d.
5 "	737 H.	
5 "	737 HM.	19d.
5 "	737 M.	19d.

"Surpass" Glace Kid—Continued.

Average about— <i>Con.</i>	Grade.	Price.
5 "	737 L.M.	17d.
5 "	738 H.	
5 "	738 H.M.	17d.
5 "	738 M.	17d.
5 "	738 L.M.	15d.
6 "	743 M.	20d.
6 "	743 L.M.	17d.
6 "	744 M.	18d.
6 "	744 L.M.	15d.
4 "	926 H.M.	19d.
4 "	927 H.	
4 "	927 H.M.	17d.
4 "	928 H.	
4 "	928 H.M.	15d.
4 "	928 M.	15d.
5 "	928 L.M.	14d.
5 "	936 H.M.	19d.
5 "	937 H.	
5 "	937 H.M.	17d.
5 "	937 M.	17d.
5 "	938 H.	
5 "	938 H.M.	15d.
5 "	938 M.	15d.
3 "	207 CLM.	18d.

Hemlock and Oak Leather.

Extra Short Cut Bends.

Grade.	Description.	Price. s. d.
1.	No. 1, S/C hemlock bends under 4½	2 11
2.	No. 2, " " " " 4½	2 8
3.	No. 3, " " " " 4½	2 6½
4.	No. 1, " " " " 5/8	3 4
5.	No. 2, " " " " 5/8	3 2
6.	No. 3, " " " " 5/8	2 11
7.	No. 1, " " " " 8/9¾	2 11
8.	No. 2, " " " " 8/9¾	2 9
9.	No. 3, " " " " 8/9¾	2 7
13.	Rej. H/W. " " " "	2 2
14.	" M/W. " " " "	2 2
15.	" L/W. " " " "	2 2

Acid Hemlock.

26.	3rd. O.W. bends, 12-lb.	2 9½
28.	3rd. M.W. bends, 9-lb.	2 9½
29.	2nd. L.W. bends, 7-lb.	2 11
30.	3rd. L.W. bends, 7-lb.	2 9½

Union.

34.	Med. wt. Union bends, 8¾ to 12½-lb.	3 6
35.	Lt. wt., 8½-lb.	3 6

Non-acid Hemlock.

36.	2 M.W. bends, 9-lb.	2 11
37.	3 M.W. " 9-lb.	2 9½
38.	2 L.W. " 7-lb.	2 11
39.	3 L.W. " 7-lb.	2 9½
40.	Rej. Hy. crops, 17/18 (principally suitable for nailed work)	2 0
41.	" Med. crops, 14-lb.	2 0
42.	" Lt. crops, 10/11	2 0

Other Tannages.

Grade.	Description.	Price.	
		s.	d.
45.	Lt. oak packer and lt. Texas bends.	3	7
51.	No. 1 Lt. wt. D/H hemlock bends.	3	2
52.	No. 1 Med. wt. " " "	3	2
53.	No. 2 Lt. wt. " " "	3	0
54.	No. 2 Med. wt. " " "	3	0
55.	No. 3 L/W. " " "	2	10
56.	No. 3 Med. wt. " " "	2	10
57.	No. 1 Lt. wt. packer, " " "	3	5
58.	No. 1 Med. wt. " " "	3	5
59.	No. 2 Lt. " " "	3	3½
60.	No. 2 Med. " " "	3	3½
61.	No. 3 Lt. " " "	3	2
62.	No. 3 Med. " " "	3	2
65.	No. 1 Lt. wt. country oak bends.	3	6
66.	No. 2 Lt. wt. " " "	3	4½
67.	No. 3 Lt. wt. " " "	3	2
70.	No. 1 Med. wt. " " "	3	6
71.	No. 2 Med. wt. " " "	3	4½
72.	No. 3 Med. wt. " " "	3	2
50.	No. 2 Montevideo union bends	3	1
51A.	No. 3 Montevideo hemlock.	2	11
105.	No. 2 hemlock S/C.	3	1
106.	No. 3 " " "	2	11
107.	No. 3 oak S/C.	3	0
108.	No. 1 China hemlock bends	3	3
109.	Rej. hemlock sides, 16/20.	0	18½
121.	No. 1 and 2 Lt. wt. limed hemlock bends.	3	2
122.	No. 1 and 2 Med. wt. " " "	3	2
123.	No. 1 and 2 Hy. wt. " " "	3	0
125.	No. 3 M. wt. " " "	3	0
126.	No. 3 H. wt. " " "	3	0
127.	No. 3 O. wt. " " "	3	0

Waxed Splits.

Messrs. Tolman, Dow and Co's Tannage—

32,300 pounds H2 best at 18½d. per pound.

37,466 " X, best at 15d. per pound.

Messrs. W. D. Byron and Sons' Tannage—

109,551 pounds HH belt at 21d. per pound.

34,938 " HHB belt at 20d. per pound.

Messrs. Converse and Co's Tannage—

21,924 pounds Casco, H.B. at 16d. per pound.

14,051 " " HMB. at 16d. per pound.

147,297 " " BB. at 13d. per pound.

5,068 " " HB. union at 16d. per pound.

11,602 " " BB. union at 13d. per pound.

The American Hide and Leather Co's Tannage—

2,055 pounds H. union at 20½d. per pound.

5,479 " HM. union at 20½d. per pound.

3,474 " M. union at 20½d. per pound.

1,731 " LM. union at 20½d. per pound.

1,722 " L. union at 20½d. per pound.

3,077 " HH2 union at 19½d. per pound.

10,900 " H2 union at 19½d. per pound.

18,834 " LM2 union at 19½d. per pound.

44,607 " L2 union at 19½d. per pound.

1,076 " HHH. 2 belt at 19½d. per pound.

7,165 " HH2 belt at 19½d. per pound.

15,327 " H2 belt at 19½d. per pound.

26,893 " HM2 belt at 19½d. per pound.

15,938 " M2 belt at 19½d. per pound.

1,838 " LM2 belt at 19½d. per pound.

1,093 " L2 belt at 19½d. per pound.

The Northwestern Leather Co's Tannage—

33,332 pounds H.X. belt at 19½d. per pound.

59,802 " HMX. belt at 19½d. per pound.

31,026 " M.X. belt at 19½d. per pound.

8,882 " 2HX. belt at 17½d. per pound.

44,406 " XXX. belt at 16½d. per pound.

PRINCIPAL IMPORTERS.

The names of the principal importing concerns have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and may be obtained on application. (Refer File No. 23061.)

THE MARKET FOR CANADIAN LEATHER IN THE LIVERPOOL DISTRICT.

TRADE COMMISSIONER J. FORSYTH SMITH.

There have been no free imports of leather since 1917, and stocks of transatlantic leather are therefore practically exhausted, with the exception of stocks held by the Government and only sold on a guarantee that they will be used for the making of war-time boots. These, however, are not regarded as an important factor in the situation. There is therefore a very strong demand for all classes of upper and sole leather, and particularly for the finer qualities of upper leather box calf, glace kid, etc., which, however, distributors with long-established connections with Canada, state Canada has not hitherto been able to supply. The buying capacity of importers for sole leather, sufficiently large in view of home demands, will be considerably increased when export restrictions are removed, as a strong demand is manifesting itself from the continent.

Of course the competition of English leather will have to be met. As there is no free selling on the market at present, however, it is impossible to furnish market prices. It may be stated, however, that the controlled prices for hemlock bends, No. 1, are 2s. 10d. to 2s. 11d. per pound, and for oak bends, No. 1, 3s. 6d.

A list of firms in this district interested in receiving offers from Canada has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer File No. 23061.)

AUSTRALIAN FURRED SKINS.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, March 4, 1919.—Inquiries received from Canadian manufacturers of fur apparel for information relative to the varieties and qualities of Australian furred skins have caused special investigation to be made into the sources of supply and marketing conditions.

In comparison with Canada's production, it may be stated that Australia does not produce furs of high quality, and has no animals bearing a superior class of furs except the platypus, of which the number is now so limited that they can scarcely be considered from an exporting aspect. Their depletion has been recognized by the authorities, so that in practically all the states the platypus is now protected with the view of perpetuating and increasing the species.

The principal skins produced in Australia, sold as furs, are opossums; but even these are all but extinct in the states where the (imported) fox are numerous—largely owing to the depredations of the fox. In Tasmania, Queensland and Western Australia there is still a fair number of opossums, as the respective state governments are regulating the supplies by close seasons.

Wallaby and the smaller kangaroo skins are still fairly numerous in Tasmania, Queensland, and Western Australia.

The bulk of the furred skins now produced in Australia is from animals originally imported—the rabbit and the fox.

PLATYPUS SKINS.

While the platypus pelts are considered too heavy to be used for apparel, yet the fur—especially the golden—is in great demand for making rugs, which if properly

looked after have everlasting wear. Rugs of this beautiful fur measuring 6 feet by 5 feet are readily sold up to £50 (\$243) each. The platypus is well protected in practically all the states, and from an exporting point of view may be considered a negligible quantity.

TASMANIAN AND AUSTRALIAN OPOSSUM SKINS.

As the opossum skins obtained in Tasmania are considered superior to those procured on the mainland, there is in the trade the distinct classification which appears at the head of this paragraph.

Generally, the opossum skins have a good covering, which strictly is a wool and not a true fur; but as these skins are commercially recognized as furred skins they will be referred to as such in the subjoined descriptions.

The fur of the opossum (and also of Australian native bears) can be likened to that of the plucked beaver, but the texture of the former is much curlier.

TASMANIAN "MOUNTAIN BLACK" OPOSSUMS.

The "mountain black" Tasmanian opossum produces a fine quality of fur, the large skins being almost the size of that of a medium beaver. The colour for "firsts" are light brown bellies verging to almost black in the centre of the backs. There is a tendency towards red in most of the skins, and as the red increases the skin values decline. These skins make excellent rugs and good (though rather bulky) motor coats. They also lend themselves admirably for stoles and muffs. This fur is much sought after in England. The supply is variable owing to close seasons, which sometimes cover a full year, but generally two or three of the best months are open for hunters. The market prices at present rule up to 12s. (\$2.92) for each (green) skin.

TASMANIAN "MOUNTAIN GREY" OPOSSUMS.

The "mountain grey" Tasmanian opossum skins are, on the average somewhat larger than the black and are the largest opossums in the Commonwealth. They produce a fine fur as full as the "mountain black" and are equal in fur value, but they vary in colour from a good blue grey to grey mixed considerably with red; and again in this class of skin the red colouring depreciates the value. The present price for "firsts" is about 8s. 6d. (\$2.09) per (green) skin.

TASMANIAN "RING TAIL" OPOSSUMS.

The Tasmanian "ring-tail opossum" skins are relatively much smaller and the sizes approximate to those of the rabbit. The colours vary from black to steel grey. The fur is very fine and works up splendidly in coats, rugs, necklets, stoles and muffs, but is in chief demand for coats. The market value for "firsts" is now about 2s. 6d. (61 cents) for each (green) skin.

NEW SOUTH WALES OPOSSUMS.

The "New South Wales opossum" ranges from small flat skins in the hot country to big, deep-furred, well-coloured blues and dark greys in the mountain districts; but the latter are disappearing very fast and hence are subject to close seasons. The size approximates to that of a cub fox, and the skins are used for the same purposes as the other varieties of opossums. The present market values are from 3s. 6d. to 5s. (85 cents to \$1.22) for each (green) skin.

QUEENSLAND OPOSSUMS.

The Queensland opossum skins consist chiefly of small, rather flat, furred descriptions which are fairly numerous, and good blue coloured are in active demand at a remunerative price, but the majority are pale and reddish and not much sought after. When prices are moderately high, say from 15s. to 20s. (\$3.65 to \$4.86) per dozen all round, the supplies become fairly plentiful, but if values relapse the market quickly becomes bare.

WESTERN AUSTRALIAN OPOSSUMS.

Western Australian opossums are partly protected, but generally during the winter months of June to August, when the skins are at their best, some trapping is permitted. The skins are about the same value as New South Wales grey and are used for similar work. Some West Australian small skins of good colour have brought the highest prices in London of all opossums even exceeding the larger Tasmanian and rough furred New South Wales.

KANGAROO AND WALLABY SKINS.

Tasmanian kangaroo skins, known in the London market as "silvery darksides," range in weight from 8 ounces to 1½ pounds per skin, averaging about 12 pounds per dozen, but the quantities available only run a few thousand skins per annum. The larger kangaroo skins, grey and blue, are only useful for rugs and mats when properly tanned. They wear well, but in most of the states the slaughter of these animals is prohibited.

Tasmanian wallaby skins, running from 3 to 12 pounds per dozen, are a line regularly represented in London, and the full winter skins show a true fur of fairly attractive quality. In the average supply they are only slightly less plentiful than the "silvery darksides."

The principal wallaby fur produced in New South Wales is known locally as "brush kangaroo" and on the London market as "silvery lightsides." The skins of this species have, during the winter, a soft, attractive short fur. Their weight approximates from 3 to 5 pounds per dozen.

The wallaby produced in Queensland are mostly flat skins showing little fur, and the bulk of the better "silvery lightsides" are marketed in Sydney. The hot climatic conditions in Queensland are obviously not favourable for producing good furs, hence the trade in that state is unimportant.

Less important are rock wallaby with their pleasing grey effect and fine, soft fur; the bush wallaby varying from brown to black, with a good depth of hair; and the forester kangaroo from the mountain districts, are all well furred skins, but the numbers marketed are comparatively limited.

AUSTRALIAN NATIVE BEAR.

Through the ease with which the native bears in Australia could be captured the species has become almost extinct, from at least a commercial point of view. They are protected in most of the states. In size the native bear is quite diminutive, approximating to that of a medium beaver. The colour is generally light grey and the fur can be used for the same purposes as opossum.

WATER RATS AND SQUIRRELS.

The golden water rat is about the same size as a muskrat and similar in shade, but the fur is much shorter. Supplies do not equal the domestic demand for making fine coats, sets and rugs. The flying squirrel produces a dirty grey fur of extremely soft texture, hence liable to mat. These skins are used for necklets and muffs, but the supplies are quite inadequate to fill the demand.

NATIVE CAT.

The Australian native cat is a small animal about the size of a North American squirrel. The skins vary from brown with white spots to black with white spots all over. They make up nicely as trimmings for fur or cloth coats—i.e. collars and cuffs. These animals are becoming rare, and present values for these skins are from 1s. to 1s. 3d. (24 cents to 30 cents) each if well marked.

AUSTRALIAN FOX SKINS.

The product of imported animals are Australian foxes which have inherited similar destructive tendencies to the parent stock in the country of their origin, and to whose depredations is attributed the rapid extinction of opossums and other native animals and bird life. The trade in fox skins is, with their rapid increase, becoming more important and the winter skins are in active demand. Prices for good winter skins of full size in recent years have ranged from 10s. to 17s. (\$2.43 to \$4.17) each. In the state of Victoria it is estimated by wholesale dealers that the production in 1918 was in the vicinity of 100,000 skins, of which a considerable number were summer production and therefore of inferior quality. The winter skins (May to August) are preferred, and values fluctuate according to the demand. The skins are made up in the natural colour in necklets, muffs, etc., and they also make excellent rugs. Australian furriers also dye the fox skins black and brown, which produces effective-looking apparel.

AUSTRALIAN RABBIT SKINS.

Rabbit skins, though largely used for cutting fur for hat-making, are also in considerable demand for the manufacture of fur apparel. They are frequently dyed and sold as "coney seal" (i.e. shorn dyed rabbit skins) and in imitation of other higher-priced furs. The magnitude of the exports from Australia is illustrated in the following schedule giving the quantities and values exported in recent years:—

	Lb. Weight.	Value.
1910..	9,859,688	£569,189
1911..	10,388,716	499,355
1912..	9,956,044	577,050
1913..	9,784,071	620,130
1914..	8,215,066	323,745
1915..	5,116,542	179,603
1916..	4,866,913	308,067

Since 1917 the statistics have been withheld and are not yet available to the public, as the Commonwealth Government purchased large quantities for the Imperial Government.

Tasmanian rabbit skins, of which the best winter quality comes in between the beginning of June and the middle of August, are in demand for apparel. The winter skins in 1918 ranged in value from 1s. 8d. to 2s. 7d. (41 to 63 cents) per pound. These skins are practically all dried with the heads on, and the average weight is about 2½ to 2½ pounds per dozen skins. Next to Tasmanian in quality of fur are the rabbit skins produced in Victoria, of which the winter fur of June and July brings the highest prices.

New South Wales is easily the largest producing state of rabbit skins, and during the height of the season the supplies frequently exceed 100 tons a week. Though, on the average, the New South Wales skins are not so well furred as those in Victoria, there are considerable quantities from the high lands that are good furriers' quality. Trapping rabbits for both food and fur—chiefly for export—is a regular and extensive industry in New South Wales.

The bulk of the New South Wales rabbit skins are "sleeved," and although they are generally more greasy than in Victoria, they are little injured by the grease if

carefully packed, as they should be stretched from back to belly—thus covering practically the whole of the fur—whereas the Tasmanian and Victorian skins are stretched from side to side and frequently expose the back of the skins. In Queensland trading in rabbits is prohibited by the State Government, hence no skins are marketed there. So far, there has been no market for rabbit skins in Western Australia, though, unfortunately for that extensive territory, the rabbit pest appears to have established a footing which is certain to extend. Therefore Tasmania, Victoria and New South Wales are the chief centres from which rabbits (frozen) and rabbit skins are exported.

RABBIT SKIN SHIPMENTS TO CANADA AND THE UNITED STATES.

Immense stocks of rabbit skins accumulated at Australian ports in 1917 and 1918 on account of tonnage not being available for their exportation. The few limited shipments which succeeded in being marketed oversea brought exceedingly high returns to the consignors. Therefore advantage was taken of every ship or steamer offering space to make consignments to any likely market; hence considerable quantities of rabbit skins were shipped on consignment for realization in Canada and the United States. The ocean freight alone to Vancouver and San Francisco was as high as 7½d. (15 cents) per pound on this bulky product, to which the railway freight of 1 cent per pound to eastern points (where the chief demand existed) made the transportation charges excessive. Some of the shipments were admittedly speculative, and at this date there are considerable quantities of Australian rabbit skins waiting realization in Canada.

NOTE.—The name of a reliable Australian firm doing business in above lines may be had from the Commercial Intelligence Branch, Department of Trade and Commerce, quoting File 22313.

TRADE NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Sydney, March 5, 1919.—The subject uppermost in the minds of most people is the serious outbreak of pneumonic influenza in this and the adjoining states.

Restrictions are many: the wearing of masks during the month of February, which is always a steamy one, is particularly irritating. Theatres, hotels, and public meeting places, have been generally closed, and many other means sought to discourage the gathering of crowds. Consequently the effect on business, particularly retail business, has been very marked.

Prices remain high all round, and supplies seem to be just as uncertain as during the height of the war period.

After a prolonged period of drought, however, golden rain has fallen, and although not quite as general a fall as was desirable, it was very beneficial over a very large area of the state of New South Wales. In the adjoining state of Queensland, the rain was so heavy that it may be safely said that the drought is broken in that state.

Boot and Shoe Trade Prospects.

As the following figures show, Canadian manufacturers have hardly touched the Australian market in respect to boots and shoes, and there are considerable possibilities for manufacturers making the right class of goods.

Taking the year 1914 as the last normal year, the total imports in boots and shoes into Australia were as follows:—

	Value.
Leather footwear..	£484,239
Rubber footwear..	99,256
Total..	<u>£583,495</u>

Canada's share in this large total was:—

Leather footwear	£ 84
Rubber footwear	13,505
Total	<u>£13,589</u>

The United States, on the other hand, by carefully studying local conditions, has built up a trade ranking in importance next to that of the United Kingdom, the imports from this country being:—

Leather footwear	£ 68,664
Rubber footwear	42,432
Total	<u>£111,096</u>

With a knowledge of Australian requirements much of this trade might be secured by Canadian manufacturers.

Medium to high-grade goods are required, the largest demand being for long, straight lasts. It does not pay to import low-grade footwear, as this is all locally manufactured.

The following description applies to goods that always have a steady and ready sale:—

Ladies' shoes, in high-class walking, dress or evening wear, are standardized to a large extent to the long French last. Short lasts are very slow sellers in comparison.

High-grade walking Oxfords, straight long French lasts, with toecap, welted soles, $1\frac{1}{4}$ leather Cuban heels. Materials patent, glace, kid and black or tan calf.

Similar styles are also worn in walking Oxford (turns).

The walking Court shoes are also popular in long French lasts, with LXV 14/8 heels (turns). These also in a more durable walking Court with Cuban heels (welts).

High-grade dress and evening shoes are of the finest quality brocades, satins and soft glace kid, also best enamel kid, these usually carrying 14/8, 15/8, and 16/8 LXV heels.

Moderate grades are as described above, with a good demand for medium lasts.

White goods have a ready sale from August to March, or about eight months of the year.

There is a big demand for medium weight felt slippers, while the demand for quilted satin, mules, and boudoir slippers is exceptionally good.

The children's and misses' trade runs to the medium straight lasts and natural footform shapes, the toes being well blocked, but not raised. These sell in tan and black calf, glace, kid, and patent.

Moderate grades in men's footwear have a large sale in various lasts, the London swing toe being especially popular, while highly raised toe puffs have little or no demand.

The higher grade is confined to straight lasts, these selling mostly in glace kid, patent, black and tan calf.

Men's glace kid Albert and Grecian slippers are good sellers, while medium weight felts have a steady demand.

To sum up briefly, the demand is for straight long lasts of good quality, with a moderate demand for medium grades.

Attention is drawn to Trade Inquiry No. 838, in this issue of the *Weekly Bulletin*.

Record Vintage.

On account of the anticipated demand for Australian wines in Europe, when more shipping becomes available, record prices are being obtained in the state for grapes still on the vines.

It is officially stated that this year will see a record vintage, both in quantity and quality. Owing to the precautions taken in the winter and early spring there has been scarcely any disease in the vineyards. In a large measure the dry weather has contributed to this condition.

The development of this industry in Australia has been and still is being greatly hindered by the uncertainty that exists as to how it may be affected at any time by the local option vote. The industry undoubtedly offers special inducements for the settling of returned soldiers on the land at a reasonable cost, but possibly owing to the above-mentioned reason the question is still in abeyance.

Demand for Hosiery, Fancy Goods, etc.

There is a good demand in New South Wales for the following: Hosiery—Ladies' artificial silk ankle and cotton leg, also all silk. Colours required—Black, white and fancy. Celluloid goods—Hand mirrors, combs, puff boxes, hair ties, etc. Fancy goods—Hair combs made of imitation tortoise-shell plain and paste in settings of all kinds. Men's braces of all descriptions. Shoe findings and general grindery. Ladies' corsets of varied qualities and shapes.

The attention of manufacturers of the above goods is drawn to Trade Inquiry No. 837, in this issue of the *Weekly Bulletin*.

Denims and Blue Drill Required.

Owing to the heavy duty of 45 per cent ad valorem on made-up goods imported into the Commonwealth of Australia, such goods as workmen's overalls and shirts are made up locally from imported material.

There is always a good demand for 8-ounce denims, in colours of grey or blue, for workmen's overalls, also for blue drill with a satin finish for workmen's shirts.

The attention of manufacturers is drawn to *Trade Inquiry* No. 839, in this week's issue of the *Weekly Bulletin*.

Coal Bunkering Vessels at Sydney Harbour.

One of the chief causes of delay in the despatch of steamers from Sydney is due to the fact that bunker coal has to be transhipped from colliers.

To obviate this delay a large depot for the mechanical bunkering of vessels is now being constructed and will shortly be in operation.

The depot will have four tunnels each 594 feet long and 17 feet deep. These will be roofed over, and at intervals openings will lead to the surface where hoppers will discharge into trucks running on an endless cable through the tunnels.

On the surface above the tunnels, 594 feet by 150 feet, coal will be stored to a depth of 30 or 40 feet. In this manner 70,000 tons of coal will be deposited.

The trucks will carry the coal to unloading towers on the three jetties, each 60 feet wide and 545 feet long. The depth of water available at the jetties is 40 feet and this can easily be deepened as required.

Provision has also been made for the extension of the scheme in the future if required. The present scheme will cost about £280,000.

Later on it is intended to provide for the storage of liquid fuel.

The State's Coal Production.

The output of coal for the year 1917 was 8,822,867 tons valued at £4,422,740, whilst the production for 1918 amounted to 9,063,176 tons, valued at £4,941,807, being an increase of 770,309 tons and £519,067 in value when compared with the previous year. The aggregate output for the state now amounts to 237,332,979 tons valued at

£92,721,419, the largest yield being in 1913 when the production was 10,414,165 tons. Now that normal conditions are again being attained, it is expected that the foreign export trade will be very much in evidence this year.

Production and Treatment of Nickle Ore in New Caledonia.

During the war large quantities of nickle ore was shipped from New Caledonia, but, owing to the shortage of shipping, it could not be carried to any great extent further than Sydney. Consequently large stacks of the product accumulated, and, although large quantities have since been shipped, much of it still remains here.

Up to the last few years comparatively small quantities of the ore have been subjected to treatment in New Caledonia, but steps are now being taken to erect additional smelters for that purpose.

Coke of the very best quality is produced in New South Wales at the pit's mouth, forty miles from Sydney. Consequently all the coke required for the smelters will be shipped from that port.

New South Wales Rabbit Industry.

Many of the rabbit-freezing works have recently refused to accept further supplies or have closed down altogether. This is due to the difficulty of obtaining an additional contract from the British Government, the absence of a sufficiently large market locally, and the fact that a considerable quantity is held in cold storage.

It is anticipated that with the near approach of the colder weather trade will brighten up somewhat, but trade will not be nearly so brisk as it has been for the last few years.

ALLIES ADOPT CONSOLIDATED LIST FOR GOODS THAT MAY BE EXPORTED WITHOUT LICENSE.

The Canadian Trade Commission, Ottawa, wishes exporters to know that a consolidated list which has been adopted by the associated Governments for such goods as may be exported without license or guarantee against their re-export from neutral countries has just been received. It defines permitted exports in two hundred classifications to these neutral countries and to enemy destinations with which certain trade is permitted. The assurance is given that guarantee against re-export in these particular cases will not be required. The main classifications include books, brushes, caps, china, glass, cutlery, drugs, earthenware, fancy goods, dressed or manufactured furs, builders' hardware, hats, household furnishings and fixtures, certain iron and steel manufactures, leather goods, office furniture, pianos, sanitary ware, toilet preparations, turners' woodenware and typewriters.

BRITISH RESTRICTIONS ON IMPORTATION OF CERTAIN FOREIGN PRODUCTS REMOVED.

Mr. W. L. Griffith, Secretary, High Commissioner's Office, writes under date of March 19 that the British Board of Trade has announced that all raw materials will be exempted from the operation of the prohibition of imports. The following are the raw materials which have from time to time been under prohibition and are now free: .Antimony ore; bladders, casings and sausage skins; diatomite or infusorial earth; gum copal; gum kauri; hides, wet and dry; horns and hoofs; ivory (vegetable); jute; soya beans; stones and slates (including sawn and hewn but not dressed); sugar cane; tallow, unrefined; wood and timber, hewn and sawn, planed and dressed of all kinds, hardwoods and sleepers (but not including staves, pitprops and pitwood).

As all products of the British Dominions excepting gold or articles containing gold, hops, and spirits other than brandy and rum, were freed from restrictions on the 12th of March, the above statement is only of interest to Canadians as indicating that as regards the above articles foreign countries are now in the same position as Canada.

TRADE NOTES FROM NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Cheap Chairs in Demand.

Auckland, N.Z., February 19, 1919.—Below will be found a photograph of a chair manufactured in Canada, which is known to the trade here as No. 41. There being no name on it, the maker cannot be identified. The reproduction herewith may secure identification.



This chair, which is a popular seller, is five-spindle back, with shaped seat of three-ply on a strong frame. All spindles and legs are turned excepting the back and sides. Top-cross piece at back is of pressed wood with scroll design. Chairs in knocked-down state are packed two dozen in a case of about ten to eleven feet cubic measurement. It has been noticed that several shipments of these chairs to New Zealand have had a label "Made in Canada" under the seat of each chair.

If the maker can identify the chair from the reproduction and would communicate with this office, he would be placed at once in communication with large importers.

Increased Imports from Canada.

The last year of war, 1918, shows an increase in imports from Canada of \$847,000. This may to a large extent be accounted for by increased prices, but it also provides evidence that New Zealand is a constant purchaser of Canadian products.

How War Affected Trade.

The import figures for the year clearly indicate that decreases apply to commodities the export of which was partly or altogether prohibited. It may be taken for granted that when trading is upon a freer basis, Canada will enjoy a larger proportion from this time on. A glance at the increases and decreases for the year illustrates this.

Question of Agencies.

It would conduce to the success of business if Canadian exporters would notify this office of the names of their New Zealand agents. When a firm here desires to represent a Canadian house, it would save time if a list could be referred to showing which firms were already represented and which were not. Another advantage would be that some kind of supervision could be maintained at this end with a view to preventing any neglect in pushing the imports of Canadian houses. It would be well for the Canadian house to inquire of any would-be agent whether he represented a house selling similar goods. It is quite usual to find one house here representing several Canadian firms, all selling the same goods. This creates a monopoly by selling for one firm and tying up the others in the same line of business. No agent here can represent worthily more than one firm in the same line.

Neglect of Correspondence.

A matter mentioned several times, and which for years has come to the attention of this office, is the neglect to answer correspondence from here. There are cases where very detailed information has been sought and supplied, and no further attention is given to the matter. In some cases firms here have gone to considerable expense in cabling, and never received any response.

Transportation Problems.

For a long period New Zealand has been depending almost entirely upon the Vancouver boats to bring goods from Canada. Occasional vessels from New York have carried a small proportion. Had shipping facilities been better, the trade during the past year would have been much larger. It was no use sending orders which could not be delivered. Now, happily, more tonnage appears in sight.

Defective Fruit and Onion Packing.

Complaint has been made that fruit which should be wrapped came in unwrapped on account of the excessive price of paper wrappers.

Many cases of onions were imported last year, but the packages were insufficient. They were packed in cases containing 100 pounds, but the packages were not sufficiently strong to stand any misuse, and both ends split if they got a bump and the crate would fall in halves. It is suggested that a package be used which either has the centre or ends wire or steel bound.

Dry Goods Opportunities.

There is an opening here for Canadian hosiery and cotton gloves, all of which were bought so freely from Germany. There is also room for great development in all heavy cotton piece-goods which do not necessitate the use of Egyptian cotton. There

is also an opportunity to compete with the United States in the production of fashionable shapes in straws or felts for women's wear. Any novelties for the furnishing of houses or the clothing of men and women will always be welcomed by New Zealand buyers.

Commercial Conditions.

There are no particular changes in the commercial conditions. It may be said, however, that New Zealand merchants are very patriotic and would prefer dealing within the Empire. Canada would be favoured, all things being equal, but the competition from the United States and Japan is very keen, and of course business is business.

Trade Representatives.

The United States have a great advantage in that firms send over personal representatives, and they secure the business because they talk face to face and produce arguments when there is none to refute them.

It would be greatly to the advantage of Canadian firms to send representatives to this country. They might confer with this office and have the advantage of years of experience, knowledge of local conditions, and helpful suggestions as to high-class firms. This is well worthy of attention.

CANADIAN TRADE WITH CUBA.

TRADE COMMISSIONER J. C. MANZER.

Havana, March 20, 1919.—Although Canadian shippers to Cuba encountered much difficulty in securing transportation for goods during the year 1918, on account of the scarcity of steamers, yet the volume of trade has been well maintained, and in some articles has largely increased.

When direct communication by water is established between both Eastern and Western Canada and Havana, there is no doubt that the volume of the existing lines of exports to Cuba will be greatly increased, and probably many new lines will be added, such as cement, granite blocks for paving, barbed wire, calcium carbide, etc.

LUMBER (PINE AND SPRUCE NOT PLANED.)

Cuba imports yearly around 150,000,000 feet of lumber. During the year 1918 the greater part of this came from the Southern United States, and prices averaged around \$50 per 1,000. A number of schooners loaded with spruce lumber from Nova Scotia arrived at the different ports of Cuba during the year, and the cargoes were sold at good prices. During the past three months, lumber dealers in British Columbia, Nova Scotia, New Brunswick and Quebec, have expressed a desire to secure a market in Cuba for their lumber as soon as transportation could be secured at a rate that would show them a margin of profit. Sailing vessels could be utilized for this trade, both from British Columbia via the Panama Canal and from Eastern Canada.

NEWSPRINT.

Cuba buys yearly about 10,000 tons of newsprint, imported chiefly from the United States, with a small quantity coming from Canada. When sold direct to the consumer there is no duty collected on this article, and if transportation direct by water from Canada could be secured, it would seem that Canada could successfully compete for this trade in Cuba.

WOOD-PULP.

Cuba uses a considerable quantity of wood-pulp. This was supplied before the war chiefly by Norway, but for the past two years Canada has been supplying part of this demand, and with better shipping facilities, should be able to secure a large share of this business. There is no duty collected on wood-pulp into Cuba.

POTATOES.

Canada for the past two years has supplied about half of the potatoes imported by Cuba. These are supplied, for the most part, by Nova Scotia and New Brunswick. Great difficulties were encountered and heavy losses were sustained by Canadian potato shippers during the past year because of the lack of transportation facilities for potatoes destined for Cuba. A large number of small vessels loaded with potatoes arrived during the year from Nova Scotia. Cuban buyers do not favour this method of shipping potatoes because of the uncertainty of their arrival. Sometimes the trip from Nova Scotia to Havana is made in two weeks, and other times it takes two months to make the trip. We have had two schooners come in that were over two months on the way.

CODFISH.

Although codfish dealers had the same difficulties to contend with as did the potato dealers, yet the sales of Canadian codfish during the past year have been larger than usual. This is the one article in the Cuban trade in which we take a leading place. Cuba buys more codfish from Canada than from all other countries combined, our annual sales reaching around \$1,500,000. Prices have ruled high during the whole year, and sales were made of the best grade of codfish during the months of October, November and December, at \$22 per 100 c.i.f. Havana. The methods of curing in Nova Scotia have improved considerably during the past two or three years; yet there have been some heavy losses during the year which are attributed to defective curing.

BARREL STAVES.

There is a steadily increasing trade with Cuba for hardwood barrel staves, and for some years Canada has supplied a portion of these staves, which might be largely increased, as we have abundant material in our Canadian forests for the production of staves and heads. These staves are cut from birch and maple logs and are sawn in different widths from 2-inch up to 5-inch—that is, 2-inch, 2½-inch, 3-inch, 3½-inch, 4-inch, 4½-inch and 5-inch; and for shipping they are packed in the shape of a barrel by first putting a number of the 2-inch staves around in a circle; then outside of these, putting the 2½-inch staves, and then the 3-inch staves, and so on to the 5-inch staves. This package is then bound with 3 or 4 wires and contains enough staves to make 8 or 10 barrels. This form is very convenient for transportation. The hoops and heads are put up in separate packages and the hoops are well bound with wire.

HAY.

During the whole of year 1918, although prices were very high, great difficulty was encountered in securing transportation for Canadian hay to Cuba. In the course of the year, several cars of hay were shipped direct from Canada to Cuba by rail via the car ferry from Key West. Sales were made as high as \$60 per ton.

OATS.

Since the beginning of the war very few Canadian oats have been shipped to Cuba. At the beginning of the war Canada was furnishing about one-half of Cuba's imports of oats. It is expected that as soon as conditions are normal again there

will be a large demand for Canadian oats. On account of the superior quality of Canadian oats, they command a higher price than oats from the United States, and shippers are thus able to overcome the difference of $1\frac{1}{2}$ cents per bushel of 30 pounds in the duty in favour of United States products.

MALT.

Canada has now quite a large trade in malt with Cuba, and the trade of the past year was much larger than ever before. As Canada is a large producer of barley of a superior quality, it is probable that this trade in malt can be still further increased. The preference in the duty on this article in favour of the United States is 14 cents per 100 kilogrammes, or 220 pounds.

CONDENSED MILK.

Even though Canada pays $2\frac{1}{2}$ per cent ad valorem on milk entering Cuba above what the United States product has to pay, yet we are gradually increasing our sales in Cuba, and now that the war is over it may be that a market can be found in Cuba for a large part of Canada's exportable surplus. Cuba's imports of condensed milk for the year 1917 were 36,497,538 pounds.

READING ROOM AND INFORMATION BUREAU.

In connection with the Canadian office in Havana, there is a reading room and information bureau where the latest Canadian and Cuban newspapers and magazines can be seen. Canadian business men and tourists express high appreciation of the privilege of seeing the latest Canadian papers. Information concerning growing crops and market prices are constantly being received from Canadian shippers. This information, together with information gathered from Government reports and newspapers, such as would be of interest to Cuban importers, is written out and put in a form that is constantly available to those seeking for this information. During the growing season bulletins are posted up in this office giving the latest reports concerning such crops as would interest Cuban buyers.

Information wanted.—During the three months since the armistice was signed we have had more inquiries from business men from all parts of Canada regarding the possibilities in Cuba for marketing Canadian goods than in the former three years, which shows that Canadian business men are beginning to realize the importance of Cuba as a market for Canadian products.

CANADIAN BUSINESS MEN VISIT CUBA.

During the past year business men from British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick, and Nova Scotia have visited Cuba to ascertain if market conditions in this country will be favourable for opening up a market for their products.

CUBAN BUSINESS MEN VISIT CANADA.

During the past year several Cuban business men have visited Canada for the purpose of meeting Canadian business men and making arrangements for future business.

CANADIAN EXHIBIT.

In connection with the Government office in Cuba there is a Canadian exhibit which attracts a great deal of attention. The provinces of Nova Scotia and New Brunswick have contributed a very fine exhibit, and visitors are constantly asking

for information regarding the products on exhibition. It is to be hoped that the other provinces of Canada may also make an exhibit here, as this is an excellent method of showing Cuban importers what the different provinces of Canada have to sell. The Canadian Government Railways and the Canadian Pacific both have very attractive exhibits, and visitors are continually asking for further information regarding the points of interest indicated in some of their exhibits. I know of at least four Cubans who have made the trip through Canada by rail from the Atlantic to the Pacific as a direct result of the information received in this office concerning the attractions which Canada has to offer.

CUBAN STUDENTS IN CANADA.

During the past year several Cuban students have gone to Canada to attend schools there for the purpose of studying English. Hundreds of Cuban students go north every year to attend schools in different parts of the United States. Without doubt Canada could secure a large number of these Cuban students if proper facilities were given to furnish them with the instruction required. Many of these students spend two or three years in the north, and it is their desire, as soon as they acquire a sufficient knowledge of English, to take the ordinary lessons in the schools which they attend.

BUSINESS METHODS IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

In seeking for trade with China, it must constantly be borne in mind that it is the Chinese consumer whose tastes must be catered to. The comparatively small foreign population in the country represents a proportionately small demand, which can be easily and quickly supplied, but it is the ever-increasing consumption of foreign goods by the native population which must determine the volume of the export trade with the country.

DIRECT IMPORTERS.

The foreign merchants in the large ports are the only direct importers, and practically all exports also pass through the same hands. The Chinese merchant has not yet reached to the importance of a direct buyer or seller himself, and all his dealings with other countries are done through foreign firms or agents. His orders are booked either from samples or catalogues, and for many lines of goods, notably piece-goods, from well-known brands or chops.

FOREIGN GOODS IN THE INTERIOR.

Outside of a very few ports, there are no foreigners engaged in the retail trade in China; but wherever one goes in the interior, even in very small villages, he will find foreign goods of some description—cotton cloth, kerosene, cigarettes, sewing cotton, enamelled ware, needles, buttons and other smallwares—and in all the treaty ports native dealers carry quite large stocks of foreign goods, tinned provisions and milk, wines and spirits, etc.

The kerosene companies have their own stations in all the large towns, where a foreign manager usually resides, and from these points the surrounding district is supplied through native agents in the smaller places, the company only having direct dealings with very few parties. The latter in turn are responsible for the smaller dealers, who must purchase their supply from the sub-agents and not from the company direct. By employing this system, the company is spared a multiplicity of accounts which would be found difficult to control.

The cigarette companies conduct their business in the same manner, portioning each province off into districts under the control of a foreign agent, the actual

distribution of their goods being in the hands of native sub-agents. These companies are very extensive advertisers, both by posters and handbills, and in distributing free samples of their cheaper brands of cigarettes, and at the New Year they issue large quantities of very attractive Chinese calendars.

Sewing machines are distributed in much the same manner, a certain well-known company having quite an extensive sales organization throughout many of the provinces. Their machines being often sold on the hire-purchase system, a large and increasing business is being developed.

Commercial travellers and representatives of Shanghai firms who make periodic visits to the outports and into the interior are increasing year by year. The agents of foreign drug firms are constantly travelling and visiting interior cities, missions, hospitals, etc. Wine and spirit and provision dealers also have men making periodic trips throughout the country. Agents for patent medicines, hardware specialties, biscuits and other lines, now make regular tours through the interior cities and other treaty ports. Several special representatives for English machinery are constantly travelling in different parts of the country, observing conditions for future trade and taking orders wherever possible. In this way the interior of China is being opened up to foreign trade, and foreign goods of some description are now to be found in all the treaty ports and in many far-away places.

LANGUAGE.

A knowledge of the native language, in order to do business successfully in China, while undoubtedly of use, is not absolutely necessary; in fact there are so many local dialects that it is almost impossible for any one to master many of them. The most that one can hope to do is to acquire a partial knowledge of the spoken language in the port wherein he conducts his business. The written characters are quite beyond the efforts of all but the very few.

Many successful merchants have resided in China for years, and have never attempted to acquire a knowledge of the Chinese tongue, and the necessity for it is yearly diminishing. Young Chinese are leaving the schools and colleges yearly, all having a fairly good knowledge of English, and it is never difficult to find assistants and clerks who are able both to speak and write in that language.

THE CHINESE COMPRADORE.

This title represents a type of business man who has been much written about in relation to Chinese commercial methods, and even in China the term has rather a wide application. Suffice it to say, in respect to this important official, that no foreign business house can successfully conduct its affairs without the assistance of a compradore.

The compradore is always a man of high business character. He is usually a man of wealth or commands wealth, and quite often is the descendent of a family of former compradores. In the case of a bank he is familiar with Chinese currency and finance. He fully understands the value of provincial and other currency and is an expert in exchange. He knows the standing and resources of all native banks and the quality of native commercial paper. He is in fact the Chinese manager of the bank, and is responsible to it in his transactions with their native customers. He holds the position through his character as a man of high financial standing as well as by heavy guarantees.

In the case of a merchant, the compradore is in a somewhat different position, but here he also stands midway between his hong and their Chinese customers. He must know the standing of native firms in the interior. He must be in a position to know when certain contracts are going. He it is who meets customers from far-away provinces on their periodical visits to the port, to entertain them and to find out their

mission. If government business is in prospect, such will require delicate and careful handling, and financial terms may need to be arranged. All such matters come within the province of the capable and resourceful compradore.

Bank and other compradores are not infrequently in retail business on their own account, or are financially interested in other enterprises both in the larger ports or in the outports. They are on the boards of directors of many industrial enterprises, and in the case of small hong, are quite frequently the financial head of the firm, working in connection with the foreign partner in developing trade in foreign goods.

CHINESE GUILDS.

Reference can only be briefly made to the very large subject of Chinese trade guilds. Those are a very ancient institution in China, and have been formed in connection with almost every trade and industry in the land. There is even a beggars' guild, a barbers' guild and a wheel-barrow guild; and in commercial affairs, there are the tea, silk, piece goods and cloth-dyers' guilds. These are associations which regulate all affairs connected with their respective lines. In the case of, say, the silk trade at the beginning of the season a meeting of the guild will be held to determine the price which will be paid to the farmers for their cocoons, and also for the regulation of sales to foreign buyers and other matters in connection with that industry.

WHOLESALE TRADE.

As stated above, while the Chinese shopkeepers in the thousands of towns and villages of the country are the distributors of practically all the foreign goods imported into China, and the Chinese are the ultimate consumers—for the quantity absorbed by the foreign population resident in China is a mere fraction of the trade—yet the Chinese themselves with very few exceptions are not direct importers, but all make their purchases and place their orders through the foreign firms who have established themselves in the chief centres of trade. In this they are unlike the Japanese, who are further advanced in western education and have a better knowledge of foreign methods, and are therefore in a position to purchase direct on their own account. But the Chinese are not sufficiently familiar with foreign markets and shipping routes to enable them to do the same, but are quite content to make their purchases through well-established local houses with whom they are familiar. A great deal of the business of the country is done by means of samples, catalogues and price lists but the last two are not sufficient of themselves; for the Chinese buyer always wants to see a sample of the goods whenever possible. The foreign firms of China are of almost every nationality, with the unfortunate exception of Canadian; British, American and Japanese firms largely predominate. Some of these houses have been established in China for over fifty years, and a number of them have branches in the four leading ports named above, and several have also agencies in many of the smaller ports, and are thus in close touch with Chinese buyers everywhere. A great many are engaged in both import and export business. They do not carry stocks but deal in everything. Some are large Government contractors, they can sell you anything from locomotives or field guns to a few cases of soap. Cotton piece goods largely predominate, however, for this is the chief British trade with China. Their export trade consists of tea, and silk, raw cotton, hides, wool, seeds and oil, egg products, peanuts and all native products for which there is a demand in foreign countries.

RETAIL TRADE.

With the exception of a few drapery, jewellery and chemists' establishments in Shanghai and three or four other ports, the retail trade of China in foreign goods is entirely in the hands of Chinese, as the Chinese are the chief consumers this of necessity must be the case. Shanghai may be taken as a guide to the conditions which

generally prevail throughout the whole of China, with the exception that there are certain foreign and native shops here which cater not only to the foreign trade but to the high-class native trade. Foreign drapery stores in Shanghai—the largest port in China—can be numbered on the fingers of one hand, and were it not for their Chinese patronage, the volume of their business would be materially less than it is. The drapery or dry goods sold in these stores comes chiefly from England, with some from France and America. Certain of these shops are in a way departmental stores. Two of them maintain excellent provision departments, and one has an extensive furniture factory which is run in connection with the business. The nearest approach to the modern departmental store are two large concerns which have been established in Shanghai within the past year. These are large and handsome shops, each five stories in height, with lifts and all modern appliances. They are owned, managed and manned entirely by Chinese, no foreigners whatever being employed in any capacity. They have motor car deliveries to all parts of Shanghai, and are open every day in the year, Sundays included. They deal in all the lines usually found in departmental stores, and handle Chinese as well as foreign goods. These two shops are constantly crowded on every floor, and the yearly turnover in sales must be very large.

Of next importance to these large shops in the retail sale of foreign goods are probably the provision dealers; these are often called *compradores* or storekeepers. Certain of these dealers do a very large business; they are usually able to undersell the foreign stores by 10 to 15 per cent, and so have among their customers many foreign people. A large part of their business is made up in supplies to ships, liners, men-of-war, gun-boats, etc., when such are in harbour. Retail metal and hardware dealers probably come next in value of sale of foreign goods. Chinese chemists' shops or drug stores also do an extensive retail trade. None of the above take into account the multitude of commodities and small articles of every kind that fill the native shops. Most of these novelties come from Japan; they are cheap and gaudy and many of the things are of very little use, yet they seem to meet with a demand and must in the aggregate run into a good deal of money.

Engineering, machinery, railway equipment and rolling stock occupy a position quite apart from general commerce, and must be regarded as a class by itself. In many cases tenders will be called for, and special arrangements may have to be made in regard to payments, or a certain amount of credit may need to be granted. Therefore this trade requires special handling by technical men, of which there are several in Shanghai and elsewhere in China on the staffs of some of the larger firms.

CONDITIONS OF PAYMENT.

The usual terms of sale by exporting houses in Europe and America with their well-established customers in China are ninety-day bills on sight of documents, or in certain cases cash on sight of shipping and other documents, drawn through the bank. It is observed that nearly all Canadian transactions are done on letters of credit arranged by their customers in China; for small accounts with comparatively unknown individual firms this is the safest plan. On the other hand it must be borne in mind that many old and well-established firms would decline to do business on those terms. They consider that their credit is sufficiently good, and their reputation so sound, that an agreement made by them to purchase on the usual terms prevailing should be all that is necessary. This shows the necessity of shippers in Canada being familiar with the standing and reputation of their customers overseas. If a manufacturer has a monopoly of any line of goods which the markets of the world demand, then he is able to sell on his own terms, but when he is competing with others in the same line he must accept the usual terms of the trade. An incontestable letter of credit is not fair to the purchaser, for he has no redress—except in a tedious court of law—should the shipment not prove to be up to specification on its arrival; but the shipper armed with such a document on the despatch of the consignment goes to the

bank and draws his money and afterwards loses all interest in the goods nor cares what becomes of them. This plan will not succeed with overseas customers very long; but business must be done and transactions put through on the terms in vogue which have been established by the merchants and manufacturers of other countries.

MONEY AND EXCHANGE.

The ramification of Chinese currency is a very difficult matter to explain, and to be thoroughly understood must be carefully studied. The following quotation from a writer in the Trade Supplement of the *London Times* is in brief as near a satisfactory explanation of the subject as can be given:—

“China is the only purely silver-using country in the world. The mysteries and chaotic complication of her monetary system have baffled many students, but it is sufficient to explain that the present unit of the currency is the ‘tael.’ Unfortunately there is a bewildering variety of taels, which nominally are supposed to represent an ounce of pure silver. There are no tael coins at all, the tael being merely a measure of weight and also of value, which, however, differ in various parts of the country. It has been computed that there are no fewer than 77 different taels, or measures, in existence in China, but there are only four principal taels. The chief of these is the Haikwan tael, in which all duties levied by the Imperial Maritime Customs are calculated. It is supposed to contain 583.3 grains of silver. The Kuping tael is also an important unit, for practically all Government dues, other than customs dues, are calculated in these taels.”

The constant rise and fall in exchange in China has a most deterring effect on general business transactions in this country, for a merchant is never quite certain what will be the Sterling value of his stock or debts or securities at any given date in the future; all depends upon the price of silver at the time. The market is therefore always more or less speculative and uncertain with heavy buying at times to take advantage of favourable exchange, and depleted stocks at other times when low exchange adds to their cost. This situation has existed in China since the beginning of its trade with foreign countries, and there are no signs of any immediate change likely to take place.

At present the above is all that can be said upon this important question. There is a strong probability that within the near future—but how soon no one can say—the Chinese Government will make an attempt to establish some standard for its currency. It is probable that this may be a silver standard which although much less desirable than gold, is infinitely better than no standard at all as is the case at present. It is understood that the Chinese Government has called to its assistance in this matter Baron Sakatani, the Japanese expert, as financial adviser, with the object of formulating some scheme leading to a fixation of the currency of the country.

EXCHANGE WITHIN THE COUNTRY.

The question of exchange within the country does not present the same difficulties, for it is a simple matter to calculate the difference in the respective values of the tael between the different ports. Thus a shipment of goods sent from Shanghai to Tientsin and billed in Shanghai taels, may be paid in Tientsin taels more or less, sufficient to meet the bill, and a native bank draft forwarded to the shippers and drawn upon Shanghai in Shanghai taels. Banking in China is a very ancient institution; the Chinese are said to have had a paper currency as early as 800 A.D. Banks are to be found in every city or town of any importance throughout the country. They are all more or less private concerns, and no one can tell anything about their resources or solidity. There is no inspection and no check upon their transactions. Many of the purely native banks belong to families and have no note circulation, but deal in Chinese commercial paper and exchange, and lend money at very high rates of interest.

One per cent per month is not considered a high rate to pay on borrowed funds in China. In addition to these native banks which operate all over China, there are a number of so-called Chinese chartered banks, under charter from the central Government or from a provincial government. Such banks are permitted to issue notes; they are to be found only in Shanghai and a few of the large cities, but they have no inspection or any Government reserve; they frequently fail or go out of business, and their notes are often at a discount. The circulating medium in China are notes of the numerous foreign banks doing business in the different ports, in Mexican dollars; and the notes of some of the Chinese banks. Silver dollars, Mexican and Chinese of the same value. Subsidiary coins of 20 cents and 10 cents, and copper cents of Mexican value.

Trade Methods of other Countries.

The principal countries from which China receives its foreign imports are Great Britain, the United States, Japan and formerly Germany.

GREAT BRITAIN.

The British were the first to open up China to foreign trade, and for more than fifty years had practically a monopoly of whatever overseas trade there was in the country. Up to the nineties of the last century British merchants had little or no opposition in China. Almost the only articles coming in were supplied from Great Britain, and the few exports of those days were sent to England. At one time the United States had a considerable trade in cotton cloth with South China, and they were the only rivals of the British in the early days. Ships under the British flag were almost the only vessels to be seen in the harbours of the different ports. The British navigated the rivers and made charts of the coasts, and their hong were to be found in all the few ports then open to trade. All this exists in a measure to-day, and the leading firms in China are still British; but whether they are selling British goods or not is another question. The merchants of the early days only concerned themselves with cotton cloth. It was in great demand, was easy to sell, in fact sold itself, was clean cargo and gave no trouble; everything else was more or less a bother. Selling cotton cloth and buying silk and tea constituted practically the total operation of British merchants up to the beginning of 1900. Since that date the whole situation of the China market has changed. Instead of importing only one class of goods, China is beginning to manufacture the same article for itself. The United States, Japan and Germany had each before the war marked out a forward policy in this country. Chinese exports which were sneered at thirty years ago are now found to be in demand, and are valuable commodities in the markets of the world. Cotton cloth still represents 65 per cent of all goods furnished by Great Britain to this country. Therefore British trade is largely in one commodity; and should this be lost it is difficult to see at the moment what there will be to take its place. In engineering and machinery, Great Britain still leads to a marked extent, and as its superiority in the production of textile machinery is well known it should not be difficult for her to still maintain the supremacy in this line.

UNITED STATES.

The United States has maintained trade relations with China for many years. Sailing ships from the Atlantic coast forty years ago brought cotton goods to China, and several of the leading China merchants of those days were of American nationality. This trade in cotton cloth was eventually lost through indifference; it was taken up again with success, and again lost to the Japanese. The Americans are the most aggressive and progressive business men in China to-day, and they have a more intelligent understanding of Chinese business conditions than any other—excepting

perhaps the Japanese. The sales organization of their business concerns are the best in China, for they have adopted in this country some of the methods that have met with success in the United States. The United States Government has also grasped the possibilities of China as a market more intelligently than any other nation, or at least have made a more intelligent study of conditions. Experts have been sent to this country to make special studies of many subjects—transportation, production, trade generally, and trade in special lines. Leading business men, politicians and writers, men and women in public life, educationalists and philanthropists, are constantly visiting China, and delivering addresses and getting information firsthand. Millions of United States dollars are at the present time being spent in China for philanthropic and educational purposes. In addition, there are 3,000 Chinese students in the United States attending different schools and colleges. Many are constantly returning to China, their term completed, to enter the China civil service or to become educators themselves. Besides all this there are numerous American clubs, societies and other institutions, all tending to foster American sentiment and progress, and to keep America before the eyes of the Chinese people. One effect of all this endeavour is to make the United States stronger commercially in this country, and this is abundantly shown on every hand in China.

JAPAN.

The close proximity of Japan to China gives the former country a special trade advantage in China which no other nation can hope to equal. Moreover, many lines of Japanese goods seem to be made exclusively for the Chinese markets, or for similar markets in eastern countries, where quality is not always a desideratum. China is a natural market for Japanese goods, and must always be so. There are a multitude of small articles which are produced in Japan for its own home trade; many of such articles also meet with a large sale in China; such lines are not manufactured in other countries and are not likely ever to be, for no other country could produce them so cheaply or sell them so readily along with better qualities of goods. It is a special trade peculiar to Japan, and has developed through the demand of Asian markets for cheap and showy foreign goods, toys and novelties. Such lines consist of cheap rain-coats, straw hats, umbrellas, hand mirrors, metal picture frames, boots and shoes, hand bags, trunks, and holdalls, cheap perfumery, toilet articles and toys, and a multitude of other things. Japanese trade with China, however, must not be regarded as consisting entirely in such articles. Japanese cotton cloth and yarn, matches, soap, beer, enamelled ware, hosiery, chemicals, dyes, electrical goods, electric cables, copper wire and ingots, timber and many other staple articles are largely consumed in China. China is also the source of much of Japan's raw material; wool, antimony, iron ore, pig iron, and other commodities are annually supplied to Japan from China to be turned into manufactured articles and resold to this country. It is not necessary to enlarge upon the favourable position which Japan occupies in respect to the China trade, nor is it necessary to say that the Japanese are fully alive to the advantages and special privileges which they enjoy, and are employing every legitimate means to further improve their position and to push their trade in China.

GERMANY.

Whatever success attended the operations of German merchants in China was chiefly due to their hard work. To a large extent Germany had to create a market for herself in this country. The chief imports into China consisted of textiles—an industry which had not been greatly developed in Germany. It was therefore necessary for German traders to look about and discover what new line they could profitably introduce. They found that aniline dyes and indigo were in great demand, and they very soon were in control of the large and important trade in artificial dyes in

China. Electrical machinery was another line in which they were specially active. Iron and steel products, enamelled ware, paper, musical instruments, and beer, formed also a portion of their trade. There is no doubt that much assistance was given to German merchants by their banks in China and by their Government, thus enabling them to grant long credits and to finance transactions in machinery, etc. To the Germans at Hankow must be given the credit of originating and developing the important and valuable export trade of that port. In the same manner at Tsingtao; the export trade in Chinese products which was very important at the beginning of the war, had been developed entirely within a comparatively few years. The Germans were the great purchasing and shipping agents in China for most of the other continental nations. To Marseilles they made shipments of straw braid, pongee silks, hides and vegetable oils; to Antwerp, seeds of various kinds and vegetable oils; to Holland, the same; and to the United States and Germany, any Chinese products that were in demand.

INQUIRIES FOR MANUFACTURES OF WOOD IN THE MANCHESTER DISTRICT.

TRADE COMMISSIONER J. E. RAY.

Manchester, March 17, 1919.—Inquiries continue to be received at this office for various kinds of timber and manufactures thereof. Now that it is possible for British buyers to import from Canada without license, the demands of the present time can be considered with more confidence by exporters. Undoubtedly there is a huge volume of orders waiting to be placed, not only for heavier timbers, but also for small manufactures of wood, especially wood turnery.

The Lancashire market for birch squares utilized in the manufacture of spools, etc., is a large one, and Manchester timber buyers are anxious to receive quotations.

TURNED WOODWARE.

Cabinetmakers will be in need of turned woodware, such as table legs, chair legs, couch and dressing-table feet, as the supplies of furniture are a long way behind the demand. Prices of furniture have advanced enormously, and there is no indication of a decline for months ahead.

Wholesale hardware merchants are also inquiring for towel rollers, towel rails, curtain poles, and numerous domestic wares of wood.

Great Britain's purchases of small woodware and wood turnery amounted to about \$15,000,000 annually in pre-war days, the greater part of which came from the United States, Russia and Germany. It is gratifying to note that in spite of import restrictions and diminished transportation facilities, purchases from Canada advanced from \$200,000 in 1914 to \$275,000 in 1917; but the last figure is only a small proportion of the total imports. The advance under war conditions, however, shows that Canadian manufacturers can compete successfully, and it is hoped that the latter will make a vigorous effort to capture some of the business now offered.

MARKET FOR HOUSEHOLD FURNITURE.

During the next two or three years there will be an enormous demand for household furniture in the United Kingdom. A number of factories hitherto engaged in the manufacture of aeroplanes intend to adapt their plants to the making of furniture; nevertheless, the demand will be so excessive that Canadian manufacturers should find the market a profitable one.

In 1913, the total imports of furniture were valued at over \$2,000,000; by 1917 they had fallen to \$55,000. This decline, considered in conjunction with diminished home production during the last four years, affords some idea of the condition of the

market and the size of the demand. In pre-war days the main sources of supply were the United States and France. In 1913, imports from Germany were valued at \$300,000, from Austria-Hungary \$200,000, and from Belgium \$285,000. Imports from Canada declined from \$17,000 in 1913 to \$4,000 in 1917.

If catalogues and prices delivered Manchester are forwarded to this office, they will be placed before the leading importers in the district.

BRITISH POLICY OF EXPORT RESTRICTION RELAXATION.

The British *Board of Trade Journal* contains the following official explanation of the future policy of relaxation of export restrictions:—

At the date of the armistice all goods except printed matter, and personal effects accompanied by their owners, were prohibited to European neutral countries, European and Asiatic Russia, Belgium and Greece (i.e., countries then covered by List C of prohibited exports), and a large number were prohibited to all destinations (List A) or all destinations outside the British Empire (List B). The A list included practically all the principal raw materials and foodstuffs.

The policy now decided upon is that there will be no restrictions on our exports to countries not included in the blockade area except as regards:—

(1) Goods required for naval and military purposes.

(2) Goods which are, or will be required for home consumption or home manufactures.

(3) Goods which are, or have been, directly or indirectly benefited by a subsidy or guarantee.

Since the armistice the list of countries excepted from the prohibitions attaching to List C has been considerably augmented by the addition of Greece, Spain, Morocco, Iceland and the Faroe Islands, Belgium, portions of Palestine and Syria, Serbia, Roumania, Czecho-Slovakia, Alsace-Lorraine and certain portions of enemy territory in the occupation of the armies of the associated Governments. In the case of Belgium, Palestine, Serbia, Roumania, Czecho-Slovakia, Alsace-Lorraine and the enemy territories their exception from List C prohibitions followed almost immediately upon the issue of proclamations or orders authorizing the resumption of trade, notwithstanding the provisions of the trading with the enemy legislation.

The result was that all goods not on Lists A or B could be exported to these countries without license, and in the case of some goods, even on those lists of which there is no great shortage, licenses are granted for the export of moderate quantities.

This policy, it will be seen, is adopted in the case of Serbia, Roumania and Palestine. As regards other countries in the Near East, the resumption of trade has now been authorized with Turkey, Bulgaria and Russian territory on the Black sea, but a decision has not yet been reached as to the extent to which these countries may be excepted from the conditions applying to List C prohibitions. Pending a decision on this point licenses are required for the export to these areas of all goods except the limited number of goods on the "free list," but licenses are being granted freely for the export of all goods not on Lists A or B.

DOWELS WANTED IN ENGLAND.

Mr. Harrison Watson, Canadian Government Trade Commissioner in London, England, writes as follows: "There is always a large demand for dowels in this country, and if one or more Canadian concerns would devote special attention to this branch, they could command a good deal of business more particularly now that the import restrictions, in favour of Canada, have been withdrawn."

CANADIAN MANUFACTURERS GIVEN AN OPPORTUNITY TO TENDER FOR SUPPLIES IN CROWN COLONIES.

The British Government has decided that in future the Crown agents who purchase supplies for the Crown colonies shall be ready to receive applications from manufacturing firms in self-governing dominions to be placed on their list for consideration when opportunities occur. The following is a copy of the memorandum which has been prepared on the subject:—

“It has always been the endeavour of the Crown agents for the colonies, in purchasing stores for the governments of the Crown colonies and protectorates, to give preference to British over foreign products.

“2. Classified lists are kept of British firms manufacturing the different classes of goods, and any British firm that may apply is placed on the appropriate list or lists, if it can give satisfactory references to other government departments, public bodies, railway companies, etc., for whom it has already executed orders, and if inspection of its works by the Crown agents inspectors, in cases where such inspection is considered necessary, proves satisfactory. A few foreign firms are noted in separate lists, in case it might become necessary to invite them to tender, but the practice in all except special cases is to invite tenders from selected British firms only. Sufficient grounds for this practice in the usual cases are given by purely business consideration. Correspondence with foreign countries involves delay and cabling expenses, proportionate to their distance; and, as a certain amount of time is necessarily lost in transmitting indents from the colonies to the Crown agents, the colonial governments attach great importance as a rule to early supply. Difference in standards, designs, and specifications and in engineering and business practice generally, and questions as to the difficulty of enforcing remedies for breach of contract, may sometimes be of importance. Shipping facilities and rates of freight have also to be taken into account. Above all, it is very frequently necessary to have articles inspected and tested both during and after manufacture by inspectors on the staff or appointed by the Crown agents, and sometimes also by responsible colonial officials at home on leave of absence; whereas if an order is placed in a foreign country, inspection may be impossible to arrange and must in any case be costly and troublesome. It is, moreover, more difficult to arrange for modifications of contracts or contract drawings, which may be necessary during the course of execution.

“3. The colonial governments, however, sometimes ask for special articles of foreign manufacture, which are not obtainable elsewhere, such as certain surgical requisites and drugs, or for articles which, being required for the renewal or extension of existing works or systems, must correspond to the existing types and must therefore be obtained abroad. Telephone apparatus may be mentioned as an instance of the latter. In such cases the Crown agents supply what is asked for.

“4. In other cases continental or American firms may be invited to tender simultaneously with British firms. This, however, is only done if there are special grounds, e.g., because the colonial government requiring the goods has suggested that this is desirable; or because the class of goods is not produced to the same advantage in this country; or because there may be special delays here due to strikes or other causes; or because there is reason to think that British manufacturers may be making a ring and quoting monopoly prices.

“5. Tenders, again, are sometimes (but not frequently), invited by advertisement in the public press, when replies received from foreign as well as British firms are considered. Copies of all such advertisements, it may be added, are sent to the *Board of Trade Journal* for publication.

“6. In the comparison of foreign with British tenders the instructions of the Secretary of State are that, when it is clear that a very distinct advantage will accrue

to a colony from the acceptance of a foreign tender, that tender should be accepted, but that, when there is any doubt on the point, the benefit of the doubt should be given to the home market, in view of the advantage of the facilities for inspection which it offers.

"7. The foregoing paragraphs indicate the practice of the Crown agents in buying the products of the United Kingdom rather than those of foreign countries. Products of the British Empire overseas must, in regard to some of the business considerations enumerated above, be ranked with those of foreign countries. Thus, as regards facilities of communication and inspection, Canada is on much the same footing as the United States, and is unfavourably situated in comparison with France. On the other hand certain British countries may, in the case of goods required for certain colonies, possess an advantage in freight rates over the United Kingdom, e.g., India in the case of goods required for Ceylon. As between the self-governing dominions and India on the one hand, and foreign countries on the other, the principle of preference set out in the last preceding paragraph is regarded as applicable in favour of the former.

"8. On the whole question of giving preference to British over foreign products, attention may be drawn to the fact that the Crown agents, as purchasers of goods on behalf of the Crown colonies, are not in the same position as the buying department of the United Kingdom or the self-governing dominions. They must, generally speaking buy on the best terms possible, as otherwise the colonial governments might make other arrangements. Thus the Crown agents occasionally buy goods in the United States for the West Indian colonies, and, if they refrained from doing this in order to supply British articles and paid higher prices, the tendency would be for the colonial governments to order from the United States direct.

"9. The manufacturing capacities of certain parts of the Empire overseas have been growing and have in some directions been stimulated by the war. The Crown agents will readily receive applications from manufacturing firms in the self-governing dominions, India, and the Crown colonies, to be placed on their lists for consideration when opportunities may occur for giving them orders, provided that they are actual manufacturers (not mercantile agents) and can give satisfactory references as explained in paragraph 2 above. It should be remembered, however, that such opportunities are not likely to occur at all frequently."

A NEW SOURCE OF TURPENTINE OIL AND ROSIN.

Turpentine oil and rosin are already being produced on a commercial scale in India by the distillation of pine rosin. A new source of supply, which though comparatively small may be valuable, especially for Indian use, has now been found in Indian frankincense or olibanum. This material is obtained by the natives by making incisions in the stems of *Boswellia serrata*, a tree widely distributed throughout the dry zone forests of Central India. The resinous substance which exudes from the cuts contains a kind of turpentine, a rosin and a gum. Investigations of the methods of separating these constituents in a marketable form, as to their commercial uses and value and on the methods of tapping the tree, have been conducted since 1912 by the forest authorities in India in co-operation with the Imperial Institute, the results of which have been published recently in a paper by R. S. Pearson, forest economist, and Puran Singh, chemical adviser at the Forest Research Institute, Dehra Dun.

The general conclusion reached, based on the results of numerous trials carried out in India and the United Kingdom by the Imperial Institute, is that the turpentine oil is equal to good quality American turpentine oil and that it could be used in place of the latter in the manufacture of paints and varnishes. The Imperial Institute has also reported that the rosin would be quite suitable as a substitute for pine rosin (colophony) in the manufacture of varnishes, being equal in value to grade "G" of American rosin.

BRITISH TRADE WITH SPAIN.

Through a printer's error in *Weekly Bulletin* 789 (March 10, 1919, p. 430), the figures showing the imports from Spain into the United Kingdom were incorrectly given. The correct statistics of the trade of the United Kingdom with Spain are as follows:—

	1913.	1917.	1918.
Imports..	£14,393,909	£22,165,501	£30,697,127
Exports..	7,851,574	4,779,911	3,869,286
Re-exports..	779,820	794,907	280,532
Total..	<u>£23,025,303</u>	<u>£27,740,119</u>	<u>£34,846,945</u>

REGULATIONS COVERING BUSINESS VISITS TO BELGIUM.

The Belgian Legation communicates to the *British Board of Trade Journal* the following regulations for the admission of allied and neutral subjects into Belgium:—

All subjects of allied and neutral countries should be in possession of a passport issued by the competent authority of their country and viséd by one of the Bureaux de Controle Belges in Paris, Rouen, Havre, Calais, London, Folkstone, Rotterdam, Berne and Lausanne.

Subjects of allied and neutral countries who were formerly subjects of enemy countries and have since been naturalized should in addition obtain a permit from the Sureté Publique Belge, 2, Ducale, Brussels.

All foreigners who intend to stay in Belgium longer than one month must register, on their arrival, at the municipal offices of the locality where they intend to stay with a view of obtaining a *permis de séjour*.

These regulations apply equally to foreigners who only intend to pass through Belgium to another country.

IMPORTS OF TOBACCO INTO BELGIUM.

The British Board of Trade are in receipt, through the Foreign Office, of a copy of a Belgian Decree, which reimposes the condition that the import into Belgium of raw or manufactured tobacco is subject to the issue of a license.

CARBON COPIES OF EXPORT ENTRIES.

Customs Memorandum No. 2304-B, issued April 4, says:—

Referring to the following instructions printed on the Customs Statistical Classification of Exports:—

“Export entries are to be legibly filled in with ink; in urgent cases an indelible pencil may be used, if the writing and figures be plain and distinct, but in no case is a ‘carbon’ or ‘lead pencil’ impression to be accepted for export entry.”

The above instructions are not intended to prevent the use of legible carbon copies of export entries made on the typewriter.

APPLE PRICES IN GREAT BRITAIN.

COMMISSIONER J. FORSYTH SMITH.

Liverpool, March 31, 1919.—About 400 barrels Ontario apples ex ss. *Megantic*, sold March 28. Ben Davis, No. 1, 44s. to 49s., No. 3's, 34s. 6d.; Golden Russets, 47s.; Spies (slack), Domestic, 41s., mixed varieties (slack), No. 2's, 35s., No. 3's, 31s. to 32s.; about 20 barrels (wet), 18s.—a few barrels worthless. 280 boxes Ontario Spies, though showing some waste, were allotted at maximum price; 67 boxes No. 3's, showing waste, sold at auction at maximum price.

Liverpool, April 2, 1919.—One hundred and sixty-six barrels Ontario apples ex ss. *Grampian*. Ben Davis, No. 1's, 66s. to 67s. 8d., No. 2's, 62s. to 63s., No. 3's, 58s.; a mixed lot 21 barrels, slack and wet, sold at 33s. 6d.

PRICES OF ZINC AND LEAD DECLINED IN JAPAN.

CANADIAN TRADE COMMISSIONER A. E. BRYAN.

Yokohama, Japan, March 8, 1919.—At present the market for electrolytic zinc and electrolytic lead is very dull and there is no prospect of immediate business. About a week ago Australian lead was quoted at yen 16.00 per quintal* As the stocks were plentiful and the demand was practically nil, buyers experienced a decline in the prices. Zinc was quoted at this time about yen 20 per quintal, so that the demand for both these metals is very small.

Manufacturers in Japan are curtailing their output, while one important zinc mining company is even said to be devoting its energies now to brickmaking instead of turning out zinc and lead.

To-day, I might say, the market for zinc and lead is even a little lower than it was a week ago. The present price of lead is said to be about yen 15.00 per quintal, while zinc sells at about yen 17.00 for both spot and future delivery.

IMPORTS OF LEAD AND ZINC INTO JAPAN.

	1915. ¹		1916		1917.	
	Kin.	Yen.	Kin.	Yen.	Kin.	Yen.
China	996,270	139,239	2,508,824	524,333	978,354	192,555
Kwantung Province.....	33,407	3,577	113,476	18,134	32,596	6,177
Hong Kong.....	318,711	48,093	5,999	900	19,705	4,223
British India.....			172,131	53,294	332,229	91,338
British Straits Settlements.....	12,553	1,757	5,595	750	187,623	42,203
French Indo-China.....					69,765	15,227
Asiatic Russia.....	787	79				
Great Britain.....	253	32	266,395	64,566	100,858	19,250
United States.....	4,342,618	498,109	15,914,844	3,292,754	4,400,957	1,003,535
Australia.....	18,449,902	2,212,504	15,643,367	3,501,031	20,009,844	4,486,199
Temporary Warehouse.....			86	9	92,119	10,402
Unknown.....	55,480	6,632	41,957	6,795		
Total.....	24,209,981	2,910,043	34,672,674	7,462,586	26,274,051	5,871,209

¹Lead—(Ingots and Slabs.)

First Eleven Months of 1918—

	Kin.	Yen.
China.....	590,003	162,753
United States.....	20,589,580	4,888,608
Australia.....	30,375,865	7,509,153
Other countries.....	2,955,366	610,378
Total.....	54,150,814	13,170,892

* Yen = 0.498 cents; Quintal = 133 pounds.

	1915.		1916.		1917.	
	Kin.	Yen.	Kin.	Yen.	Kin.	Yen.
China.....	2,438,133	637,002	1,748,151	702,134	1,143,334	299,883
Kwantung Province.....	56,667	18,643	405,071	138,133	338,686	101,346
Hong Kong.....	643,471	193,680	39,615	8,743	80,995	19,686
British India.....			20	10		
" Straits Settlements.....	1,260	289	10,184	4,278		
French-Indo China.....	150,577	36,619	308,803	129,602		
Asiatic Russia.....	660	198				
Great Britain.....	49,034	12,249	4,176	1,088	42	13
Germany.....	85	24				
United States.....	816,242	220,779	833,380	316,276	88,176	33,040
Australia.....	689,933	154,378	220,285	89,873		
Temporary Warehouse.....			1,765,911	549,916	5,851,424	1,307,993
Unknown.....	19,777	3,994	78,644	26,291	9,114	2,116
Total.....	4,865,839	1,277,945	5,414,240	966,454	7,511,771	1,768,677

Zinc (Ingots, slabs and grains)

1918 (Eleven months.)

Yen.

Total..... 1,015·300.

IMPORTS OF LEAD AND ZINC ORES.

Lead Ore—	1917.		1918.	
	Picul.	Yen.	Picul.	Yen.
China.....	231,968	1,422,393	.....	—
Kwantung Province	25,404	150,008	.....	—
Asiatic Russia.....	87,400	673,050	.....	—
Russia.....	25,402	203,000	.....	—
Australia.....	5,828	37,587	.....	—
Unknown.....	2,902	29,025	.....	—
Total.. .. .	378,904	2,515,063	.....	370,249

Zinc Ore—	1917.		1918.	
	Picul.	Yen.	Picul.	Yen.
China.....	29,201	154,008	.....	—
British Straits Settlements. . .	34	160	.....	—
French Indo-China.....	290,019	1,921,801	.....	—
Asiatic Russia.....	68,548	329,200	.....	—
Philippine Islands.....	23,340	98,560	.....	—
Australia.....	1,144,237	5,319,550	.....	—
Total.. .. .	1,555,879	9,823,279	.....	4,049,951

GERMANY AS AN AFTER-WAR COMPETITOR.

(Report of the British Departmental Committee on the Engineering Trade after the War.)

It must not be forgotten that the position in Germany in connection with the depreciation of its currency, if such depreciation continues after the war, is that the rise in wages consequent upon such depreciation will not probably equal the depreciation itself. Therefore, for the purpose of its export trade, there will be a large relative fall in the cost of labour, and the power of Germany to quote cheap prices for its engineering exports will, so long as the depreciation of the mark continues, be very accentuated and form a formidable disadvantage to the British manufacturer competing with the German in neutral countries, particularly as they will receive payment for their exports in terms of gold.

BLOCKS OF ELECTRICAL POWER AVAILABLE FOR SALE IN CANADA, JANUARY 1, 1919, FROM CENSUS OF ELECTRICAL POWER STATION.

Prepared by Dominion Water-Power Branch of the Department of the Interior in co-operation with the Dominion Bureau of Statistics.

† BRITISH COLUMBIA.

Company or Municipality.	Address.	Primary power.	Block of power for sale.	Rates.	Accessibility to transportation.
Kamloops (Municipality)	Kamloops	Water	1,000 h.p.	1 to 2c. per k.w. hr.	Adj. to C.P.Ry. and C.N.Ry.
Kelowna "	Kelowna	Fuel	250 k.w.	4 to 9c. per k.w. hr.	Adj. to Okanagan lake navigation.
Nelson "	Nelson	Water	1,000 k.w.	disc. 33 $\frac{1}{2}$ p.c.	Adj. to C.P.Ry.
Revelstoke "	Revelstoke	"	350 k.w.	5 to 7 $\frac{1}{2}$ k.w. hr.	Adj. to C.P.Ry.
Salmon Arm "	Salmon Arm	Fuel	70 k.w.	5 to 10c. k.w. hr.	Adj. to C.P.Ry.
Spence's Bridge Electric Light and Power Co.	Spence's Bridge	Water	150 h.p.	"	Adj. to C.P.Ry. and C.N.Ry.
Western Power Co. of Canada, Ltd.	Vancouver	"	7,500 k.w.	\$12 to \$20 per k.w.	Adj. to C.P.Ry., C.N.Ry., G.N.Ry., N.P.Ry. and ocean navigation.
Vernon (Municipality)	Vernon	Fuel	400 k.w.	5 to 1 $\frac{1}{2}$ c. per k.w. hr.	Adj. to C.P.Ry.
British Columbia Electric Railway Co., Ltd.	Vancouver	Water	54,200,000 k.w. hrs.	2 to 4c. p r k.w. hr.	Adj. to Esquimalt and Nanaimo Ry., C.N.Ry., Victoria and Sydney Ry., Ocean navigation.
ALBERTA.					
Calgary (Municipality)	Calgary	Fuel	10,000 h.p.	2 to 3 $\frac{1}{2}$ k.w. hr.	Adj. to C.P.Ry., C.N.Ry., and G.T.P.Ry.
Calgary Power Co., Ltd.	Seebe	Water	14,000 h.p.	"	Adj. to C.P.Ry., C.N.Ry., and G.T.P.Ry.
Lethbridge (Municipality)	Lethbridge	Fuel	1,000 h.p.	5 to 2c. k.w. hr.	Adj. to C.P.Ry.
Vermilion "	Vermilion	"	200 k.w.	"	Adj. to C.N.Ry.
SASKATCHEWAN.					
Arcoia Light & Power Co.	Arcoia	Fuel	100 h.p. day load	\$2 per h. p. per month	Adj. to C.P. Ry.
Davidson (Municipality)	Davidson	"	100 k.w.	10 to 5c. per k.w. hr.	Adj. to C. N. Ry.
Humboldt (Municipality)	Humboldt	"	150 h.p.	12 $\frac{1}{2}$ to 10c. per k.w. hr.	Adj. to C. N. Ry.
Kindersley "	Kindersley	"	55 k.w.	"	Adj. to C. N. Ry.
North Battleford (Municipality) ¹	N. Battleford	"	400 h.p.	"	Adj. to C. N. Ry.
Regina (Municipality)	Regina	"	5,000 k.w.	"	Adj. to C. P. Ry., C. N. Ry., G. T. Ry.
Saskatoon (Municipality)	Saskatoon	"	1,000 k.w.	1 to 5 4c. per k.w. hr.	Adj. to C. P. Ry., C. N. Ry. and G. T. P. Ry.
Swift Current (Municipality)	Swift Current	"	600 k.w.	5 to 2c. per k.w. hr.	Adj. to C. P. Ry.
Weyburn (Municipality)	Weyburn	"	150 k.w.	"	Adj. to C. P. R. Ry., G. T. P. Ry.

MANITOBA.

Nee-pawa (Municipality)	Nee-pawa	Fuel	50 k.w.	9 to 4c. per k.w. hr.	Adj. to C. P. Ry. and C. N. Ry.
The Pas (Municipality)	The Pas	"	100 k.w.	9c. per k.w. hr.	Adj. to C. N. Ry.

ONTARIO.

St. Lawrence Power Co., Ltd.	Corwall	Water	1 000 h.p. 6 p.m. to 6 a.m.		Adj. to G. T. Ry., N. Y. and Ottawa Ry., C. P. Ry., St. Lawrence R. navigation.
Storment Electric Light & Power Co., Ltd.	"	"	100 h.p.		Adj. to G. T. Ry., C. P. Ry., N. Y. C. Ry., St. Lawrence navigation.
Dunnville (Municipality)	Dunnville	Hydro.	300 h.p.	\$33 per h.p.	Adj. to G. T. Ry. and T. H. & B. Ry.
Fenelon Falls	Fenelon Falls	Water	275 h.p.	\$10 per h.p.	Adj. to G. T. Ry. and Trent Canal navigation.
Kaministiquia Power Co., Ltd.	Fort William	"	10,000 h.p.	\$25 per h.p.	Adj. to Can. Govt. Ry., C. P. Ry. and Great Lakes navigation.
The Galetta Electric Power & Milling Co., Ltd.	Arnprior	"	300 h.p.	\$20 to \$25 per h.p.	Adj. to C. P. Ry. and G. T. Ry.
Hawkesbury Electric Light & Power Co., Ltd.	Hawkesbury	"	1,500 h.p.	\$25 to \$30 per h.p.	Adj. to C. P. Ry., G. T. Ry., C. N. Ry., Ottawa river navigation.
Kenora (Municipality)	Kenora	"	Power available.		Adj. to C. P. Ry.
The Mattawa Electric Light & Power Co., Ltd.	Mattawa	"	150 h.p.		Adj. to C. P. Ry.
Orillia (Municipality)	Orillia	"	2,500 h.p.	\$20 per h.p. to \$15 per h.p.	Adj. to C. P. Ry., C. N. Ry., G. T. Ry., Trent canal navigation.
Parry Sound (Municipality)	Parry Sound	"	175 h.p., day and off peak load.	\$7 per h.p.	Adj. to G. T. Ry., C. P. Ry., C. N. Ry., Great Lakes navigation.
Pembroke Electric Light Co., Ltd.	Pembroke	"	1,200 to 1,500 h.p.	\$18 per h.p.	Adj. to C. P. Ry., G. T. Ry. and C. N. Ry.
Renfrew (Municipality)	Renfrew	"	200 h.p.	\$20 per h.p.	Adj. to C. P. Ry. and G. T. Ry.
Sault Falls Light & Power Co.	Warton	"	50 h.p.	\$12 per h.p.	Adj. to G. T. Ry. and Great Lakes navigation.

QUEBEC.

The Anqui Electric Co.	Anqui	Water	300 k.w.	\$30 per k.w.	Adj. to Can. Govt. Rys.
Coaticook (Municipality)	Coaticook	"	100 h.p.	\$20 per h.p.	Adj. to G. T. Ry.
Farnham	Farnham	"	530 h.p.	\$20 per h.p.	Adj. to C. P. Ry. and Cent. Vermont Ry.
Grand Mere	Grand Mere	"	Power available.		
Hull Electric Co.	Hull	"	1,200 h.p. in May, 1920.	\$15 to \$20 per h.p.	Adj. to C. P. Ry., G. T. Ry., C. N. Ry., N. Y. C. Ry., and Ottawa river navigation.
The Ottawa & Hull Power & Manufacturing Co.	Ottawa	"	10,000 h.p.	\$15 per h.p.	Adj. to C. P. Ry., G. T. Ry., C. N. Ry., N. Y. C. Ry., and Ottawa river navigation.
Basin Electric Light & Power Co. Ltd.	Montmagny	"	50 h.p.		Adj. to Can. Govt. Ry. and St. Lawrence navigation.
Montreal Light, Heat & Power Consolidated	Montreal	"	Power available.	\$40 to \$25 per k.w.	Adj. to all railways entering Montreal.
Southern Canada Power Co.	Montreal	"	"	"	Adj. to C. P. Ry., Can. Govt. Ry., G. T. Ry., Cent. Vt. Ry., Que. Cent. Ry., B. and M. Ry.

BLOCKS OF ELECTRICAL POWER AVAILABLE, ETC.—Continued.
 QUEBEC.—Continued.

Company or Municipality.	Address.	Primary Power.	Block of Power for Sale.	Rates.	Accessibility to Transportation.
National Hydro-Electric Co. Ltd.	Montreal	"	200 h.p.	.....	Adj. to C.P. Ry., Ottawa river navigation.
St. Jerome (Municipality)	St. Jerome	"	250 h.p. day service.	\$35 per h.p.	Adj. to C.P. Ry., C.N. Ry.
Sherbrooke	Sherbrooke	"	6,900 h.p.	.....	Adj. to C.P. Ry., G.T. Ry., B. and M. Ry., Que. Cent. Ry., Maine Cent. Ry.
NEW BRUNSWICK.					
Edmundston (municipality)	Edmundston	Water	150 h.p.	6c. per k.w. hr.	Adj. to C.P. Ry., Can. Govt. Ry., and Temiscouata Ry.
Richibucto and Rexton (municipalities)	Richibucto	"	160 h.p.	"	Adj. to Kent Northern Ry.
The Eastern Electric and Development Co., Ltd.	Sackville	Fuel	Power available for sale.	10 to 3c. per k.w. hr.	Adj. to Can. Govt. Rys.
NOVA SCOTIA.					
Canada Electric Co., Ltd.	Amherst	Fuel	300 h.p.	.....	Adj. to Can. Govt. Rys., and Maritime Coal Ry., and Power Co. Ry.
Daley's Electric Light Plant.	Digby	"	100 h.p.	.....	Adj. to C.P. Ry., and Bay of Fundy navigation.
Nova Scotia Tramways and Power Co., Ltd.	Halifax	"	3,000 h.p.	8c. per k.w. hr., 25 to 55% discount.	Adj. to C.P. Ry., C.N. Ry., Ocean navigation.

THE COMPETITION FOR OVERSEAS MARKETS.

Proposed Organization of Canadian Manufacturers in Trade Groups for Export Purposes.

A communication from the Canadian Mission in London to the Canadian Trade Commission in Ottawa on Wednesday, April 9, emphasizes the difficulties faced there in promptly securing business for Dominion firms unless these are represented on the spot by practical men acting for groups of industries or otherwise. Time is of the essence of the contract in all the reconstruction orders now being undertaken in Europe, and the Mission states that business is invariably lost when they are compelled to cable for prices, descriptions or samples. There is keen competition for all the trade offering, and the Mission points out plainly that firms not prepared to be represented singly or by groups cannot expect to book orders. It would be a benefit to business men forming groups to bid for this export trade if they notify the Canadian Trade Commission.

Practically the last of the war-time import restrictions have been raised in the British West Indies, this particularly applying to the Barbados, Trinidad, Jamaica, the Leeward Islands, St. Vincent, and St. Lucia. Most of the islands had restricted imports, especially of the luxury class.

Canadian shoe manufacturers at a conference held at Ottawa on April 4, at the invitation of the Canadian Trade Commission, decided to form an export association which every manufacturer will be asked to join to undertake joint action in securing for Canadian factories part of the large orders now known to be pending in Europe. The matter of overseas representation will be brought up as one of urgency before the executive of the Shoe Manufacturers' Association of Canada, which meets on the 15th instant.

This was one of a series of conferences within trade groups being arranged by the Canadian Trade Commission to bring clearly before Dominion manufacturers the present opportunities in foreign fields, and the all-important necessity for creating a permanent export trade to keep factories working full time.

Commissioner H. B. Thomson informed the representatives that the Trade Commission had adopted the policy of calling together representatives of groups of trade to form organizations to meet the new export obligations, and generally in the foreign field to institute a system of co-operation among Canadian manufacturers with group allocation of orders which might be secured. Orders obtained by an association under Canadian Government credit would have to be offered for competition among all Dominion manufacturers in that trade, and arrangements for these would be made by the Canadian Mission in London and the Canadian Trade Commission in Ottawa. Orders not under government credit would be a matter for the association alone to handle.

The Commission has undertaken a campaign to awaken the people of the Dominion to the fact that trade cannot revert to "normal" as we understood it in 1914. It will be changed in many particulars. "We cannot expect," the Trade Commission states, "that trade will go back to pre-war channels and prices to pre-war levels. The Dominion will have to jolt itself if it does not want the jolt to come from outside. Trade is going to be keener and harder and sterner and more exacting in its demands. Throughout the world it is going to be as never before a thing of long preparatory effort, of unceasing application, of co-operation where formerly there was competition, of standardized production in field as well as in factory, of quantity output on a scale hitherto undreamed of, and of the co-ordination of all means of transport to reduce expenses to the limit. It is the business of the Canadian Trade Commission to make these facts widely known and to find a partial solution for this condition of things. At home the main lines along which the Commission has decided to work will make for added export trade and the reduction of imports of those things which can be made or grown within our own borders."

THE PORT OF ASUNCION, PARAGUAY.

Asuncion, the capital and also the largest city of the Republic of Paraguay, is situated on the east bank of the Paraguay river, nearly 1,000 miles from the mouth of the Plata. Opposite Asuncion the Paraguay is about 600 yards wide, but the bay, which extends eastward from the river and on which a large section of the capital is built, affords a harbour of far greater dimensions.

The water front of Asuncion, says the *Bulletin of the Pan-American Union*, is one of the busy parts of the city. It is the meeting point of the larger steamers that ply up and down the Paraguay and its tributaries with lighter draught vessels which operate from Asuncion northward to Concepcion, Corumba, and other far inland river ports. Traffic from Buenos Aires and the outer world for the far interior must be transhipped here, and this business furnishes employment for many workers, so the hum of voices in different languages is no less interesting to the stranger than are the various commodities handled. Recently a through line of small steamers initiated service between the ports of Suraz in Bolivia and Rosario in Argentina, and these traders of course pass by Asuncion and doubtless land and take away cargo.

Large passenger steamers which ply between Buenos Aires and Asuncion draw alongside the customhouse piers and travellers enter the stately edifice after passing up broad stone steps and through massive arches. Passenger traffic was somewhat altered a few years ago when the railway from the south was completed into Asuncion; this route is now largely used by the public, especially on the northern journey, but when returning southward the steamers appear to be more attractive to the average traveller, as they afford opportunities for visiting numerous smaller ports all the way to Buenos Aires.

Paraguay's trading relations with the nations of the world are represented normally by a value of more than \$13,000,000; the export figures alone for the last normal year, 1913, amounted to nearly \$8,000,000. Many commodities represented by these values pass in and out through the port of Asuncion, although the railway above mentioned draws freight as well as passengers away from the several river steamer services. On the whole, however, the business of the port is growing and for some years the Government authorities have been endeavouring to improve and enlarge facilities; ambitious plans were prepared to such an end, but the beginning of the great war, curtailing as it did the importation of materials and supplies, temporarily thwarted the work. Ere long we may confidently expect to see its consummation. While speaking of harbour facilities it is interesting to note that Paraguay recently modified custom duties on certain upbuilding commodities, like the motor-car for business and pleasure, and now these may be imported free of duty. Various other changes were inaugurated in connection with importations, which will be especially noticeable in Asuncion.

The illustration on the title page shows a phase of the shipping industry at Asuncion. The larger steamers at the wharf ply between Buenos Aires and carry many passengers in addition to large cargoes. The port of Asuncion is about 200 feet above sea-level.

SUGGESTED IMPORT DUTIES ON IRON AND STEEL AND DYESTUFFS IN JAPAN.

Statements are persistent in the Japanese vernacular press, says the *British Board of Trade Journal*, that the Government are considering the question of raising import duties on iron and steel and dyestuffs in order to protect home production.

Japan's iron industry has made great progress as a result of the war, the annual output now amounting to 600,000 tons of pig-iron and 700,000 tons of steel. It is anticipated that after the war iron and steel will be so easily obtainable from the United States and other countries that prices in Japan will fall.

NEW INCORPORATIONS.

Dominion.

International Machinery and Supply Company, Limited. Incorporators: Frederick Henry Markey, K.C., Waldo Whittier Skinner, K.C., and George Gordon Hyde, K.C., John Gerard Ahern, advocate; and Ronald Cameron Grant, accountant—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Electric Tin Products, Limited. Incorporators: Bayard Cookie Cobb, of New York City, engineer; William John Aikone, of Dunnville, Ont., manufacturer; John Sochtel Detwiler, manufacturer; Thomas Hendry, insurance broker; and William Thomas Henderson, K.C.—all of Brantford. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Brantford.

Norman E. Laberge, Limited. Incorporators: Louis Athanase David, K.C.; and Louis Philippe Crepeau, K.C.; Segfried Hinson Read Bush, advocate; George Whitaker, accountant; and Alec Phelps Grigg, student-at-law—all of Montreal. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

Century Coal Company, Limited. Incorporators: William Kenneth McKeown, K.C.; Lorne Clayton Herdman, stock broker; George Edward Chart, accountant; May Beatrice Flanagan and Mary Blanche McKeown, stenographers—all of Montreal. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Canadian Collapsible Rim Company of Canada, Limited, name changed to that of Canadian Collapsible Rim Company, Limited. Head office, Windsor, Ontario.

Canadian Confectionery, Biscuits and Chocolate Industries, Limited, name changed to that of Canadian Biscuit and Confectionery Export Company, Limited. Head office, Toronto, Ontario.

British Columbia.

Anti-Fouling and Anti-Teredo, Limited. Capital, \$100,000. Head office, Vancouver.

Associated Timber Exporters of British Columbia, Limited. Capital, \$200,000. Head office, Vancouver.

Fairview Cattle Company, Limited. Capital, \$100,000. Head office, Penticton, B.C.

Globe Mining Company, Limited (non-personal liability). Capital, \$250,000. Head office, Victoria.

Hamilton's Shingles, Limited. Capital, \$100,000. Head office, Arrowhead, B.C.

McElroy Lumber Company, Limited. Capital, \$150,000. Head office, Vancouver.

Ontario.

Fashion Whitewear, Limited. Incorporators: Ferguson James Dunbar, and Alexander George Frederick Lawrence, solicitors; Walter Abbott Strowger, real estate broker; Florence Strong, stenographer, and Bertha Emeline Lloyd, book-keeper—all of Toronto. Capital \$120,000, divided into 1,200 shares of \$100 each. Head office, Toronto.

Select Lingerie, Limited. Incorporators: William John Holford, Vincent B. Howard Best, and John Reginald DeGruchy, manufacturers; Norman Gladstone Heyd, barrister-at-law; and Margaret Magee, accountant—all of Toronto. Capital \$40,000, divided into 400 shares of \$100 each. Head office, Toronto.

Templetons Limited. Incorporators: James Gilmour Templeton, druggist; John Forin Templeton, civil engineer; Alexander David Crooks, and Arthur Wentworth Roebuck and Harry Simcoe Parkinson, student-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Lakeview Gold Mines, Limited. Incorporators: Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitors' clerk; Violet Moffat, accountant; and Anna Latimer, office clerk—all of Toronto. Capital \$1,500,000, divided into 1,500,000 shares of \$1 each. Head office, Toronto.

THE FUTURE OF FEMALE LABOUR IN THE ENGINEERING TRADE IN GREAT BRITAIN.

(Report of the British Departmental Committee on the Engineering Trades after the War.)

During the war the increase in the number of females employed has been extraordinary, and the result has been on the whole very satisfactory. There is no doubt that on light work involving repetition, female labour is quite as good as male labour. Although some employers have, for various reasons, expressed their unwillingness to continue to employ female labour after the war—reasons which do not seem to us always good ones—there is no doubt that most employers will be anxious to continue to employ female labour on the lighter repetition work. It is to be supposed that after the war a great many women and girls now employed will voluntarily cease work. Many of them are at work for patriotic motives; many others because their male supporters are abroad. The return of the discharged soldier will necessitate the re-establishment of the home, and a large number of women may be expected gladly to lay down the work which they have undertaken only out of a sense of duty.

It must not be forgotten that the large extensions which have taken place during the war to so many engineering works will afford the means of employing many more workpeople than before; and if for this reason only, there will remain a considerable opening for the employment of female labour.

It seems to us that the continuance of a certain amount of female labour is both necessary and desirable. So many boys have been undertaking men's work that, as one witness put it—"Boys will be men, and girls will be boys." But we do not look upon female labour in the engineering trade as likely to be permanent or that many will be permanently employed. The feeling of the workingmen has always been the honourable one of desiring to support his wife without requiring her to earn; and marriage has always been, and we trust will always be, a reason for the discontinuance of factory work by women. We think, however, that those women who are already employed, should, in all fairness, be offered the right to continue in the work they have undertaken; and we consider that, within the limits of their strength, they are fully capable of doing good work and that for a time, at any rate, their services will be needed.

As marriage will in most cases take them out of engineering work it is of very little use for them to spend time acquiring all-round knowledge at the expense of the increased output attained by confining them to one or a few operations only.

This appears also to be in accordance with their natural inclinations. Few show any wish to leave work they are doing well to gain wider experience. One advantage to the boy apprentice would accrue from giving women a large share of small repetition work; it would free him for the general work that affords the proper training for the skilled man. If women are employed permanently, suitable arrangements for their health and comfort should be made, and we attach great importance to an older woman being in charge of the girls to supervise them.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending April 4, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,907,998	760,632	669,318	664	126,691	5,465,303
Consolidated Elevator Co.	1,439,774	32,507	66,036	11,275	5,299	1,554,801
Empire Elevator Co.	1,235,160	123,148	115,217	43,938	8,033	1,525,496
Ogilvie Flour Mills Co.	1,197,103	52,458	237,126		229	1,486,916
Western Terminal Elevator Co.	1,703,847	36,155	35,456	61,381	5,120	1,841,959
G. T. Pacific.	4,865,668	408,408	297,040	67,934	13,348	5,652,398
Grain Growers' Grain Co.	1,234,037	439,289	423,611		31,340	2,128,277
Fort William Elevator Co.	1,030,315	305,813	132,202	40,100	18,015	1,526,445
Eastern Terminal Elevator Co.	1,057,252	59,287	113,192		15,010	1,244,741
Northwestern Elevator Co.	817,921					817,921
Port Arthur—						
Port Arthur Elevator Co.	5,455,138	714,285	1,093,036		56,228	7,318,687
Sask. Co-op.	2,276,548	179,715	151,295	82,969	35,053	2,725,580
Acc't. Imp. Gov.				2,587		2,587
Canadian Government Elevator.	2,180,810	480,250	201,371	113,287	33,464	3,009,182
Thunder Bay	913,042	165,526	121,622	35,487	3,752	1,239,429
Davidson & Smith.	620,562	220,796	239,164		3,800	1,084,322
Eastern Richardson.	1,267,179	126,571	85,193	33,095	176,487	1,688,525
Total terminal elevators . . .	31,202,354	4,104,840	3,980,879	492,717	531,869	40,312,659
Saskatoon Can. Government Elevator..	434,880	1,012,338	121,352	2,101	*4,501	1,575,172
Moosejaw Can. Government Elevator..	966,784	500,838	69,625	7,692	*4,772	1,551,474
Calgary Can. Government Elevator....	778,601	678,871	132,988	1,005	1,763	1,617,276
Vancouver Can. Government Elevator.	213,664	137,433	544	219	*1,071	351,860
Total interior terminal elevators	2,393,929	2,329,480	324,509	11,017	36,847	5,095,782
Depot Harbour	144,629					144,629
Midland—						
Aberdeen Elevator Co.	461,134					461,134
Midland Elevator Co.	1,155,361				106,373	1,261,734
Tiffin, G. T. P.	952,078					952,078
Port McNicoll.	1,192,858	1,045	106,974			1,300,877
Collingwood.	58,631					58,631
Goderich—						
Elevator & Transit Co.	848,902					848,902
Western Canada Flour Mills Co., Ltd.	484,079					484,079
Grain afloat.	241,605					241,605
Kingston—						
Montreal Transportation Co.						—
Commercial Elevator Co.	1,413	18,332				19,745
Port Colborne Dom. Govt. Elevator ...	1,381,777					1,381,777
" Maple Leaf Mill'g Co., Ltd.	1,252,926					1,252,926
Prescott						—
Montreal—						
Harbour Commissioners No. 1	2,378,655	62,387	210,924			2,651,966
" No. 2	242,765	542,226	367,342			1,152,333
Montreal Warehousing Co.	1,150,153					1,150,153
Quebec Harbour Commissioners.	921,745	178,214	1,872			1,101,831
West St. John, N.B.	35,010	13,585	74,663			123,258
Halifax, N.S.						—
Total public elevators.	12,903,721	815,789	761,775		106,373	14,587,658
Total quantity in store.	46,500,004	7,250,109	5,067,163	503,734	*10,344	59,996,099

* Corn

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended April 4, 1919.

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard.....	52,261	151,269	183,530	
No. 1 Northern.....	8,871,862	1,714,646	5,760,281	16,346,789
No. 2 ".....	4,602,742	167,716	2,484,386	7,254,844
No. 3 ".....	5,475,434	79,294	1,546,473	7,101,201
No. 4 Wheat.....	4,911,174	14,087	1,378,940	6,304,201
No. 5 ".....	2,573,178	13,005	613,821	3,200,004
No. 6 ".....	3,404,827	6,461	83,668	3,494,956
Other.....	1,330,876	70,835	1,036,152	2,437,863
Australian.....		176,616		176,616
Totals.....	31,202,354	2,393,929	12,903,721	46,500,004
Oats—				
No. 1, C.W.....	1,797		1,903	3,610
No. 2, ".....	313,936	372,479	57,599	744,014
No. 3, ".....	604,223	332,042	41,754	978,019
Ex. No. 1 Feed.....	414,347	397,440	120,862	932,649
No. 1 Feed.....	455,699	495,618	139,621	1,090,938
No. 2 ".....	1,405,266	576,730	91,768	2,073,764
Other.....	909,662	155,171	362,282	1,427,115
Totals.....	4,104,840	2,329,480	815,789	7,250,109
Barley—				
No. 3 extra C.W.....	1,139			1,139
No. 3 C.W.....	1,424,111	93,016	191,163	1,708,290
No. 4 ".....	1,651,834	138,630	176,453	1,966,917
Feed.....	291,381	27,808	22,792	341,981
Rejected.....	356,943	27,837	237,836	622,616
Other.....	255,471	37,218	133,531	426,220
Totals.....	3,980,879	324,509	761,775	5,067,163
Flax—	Acct.			
No. 1 Northwestern Canada....	1,251	255,880		262,741
No. 2 ".....	938	151,544		155,479
No. 3 ".....	398	71,164		73,251
Rejected.....		59		59
Other.....		440		11,982
Imperial Govt.....		222		222
Totals.....	2,587	490,130	11,017	503,734
Rye—				
No. 1 C.W.....		4,458		4,458
No. 2 ".....		360,130	21,796	431,937
Rejected.....		64,606	2,944	82,617
No Grade.....		24,265	41,295	24,265
Other.....		78,410	1,763	121,468
Totals.....		531,869	106,373	664,745
Corn.....		10,344		10,344
Total quantity in store.....	40,312,659	5,095,782	14,587,658	59,996,099

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East or Afloat, on April 4, 1919, with comparisons for four years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>April 4, 1919—</i>			
Terminal elevators.....	31,202,354	9,110,305	40,312,659
Interior terminals.....	2,393,929	2,701,853	5,095,782
Public elevators in the East.....	12,662,116	1,683,937	14,346,053
" " Afloat.....	241,605		241,605
Total.....	46,500,004	13,496,095	59,996,099
<i>April 5, 1918—</i>			
Terminal elevators.....	3,779,360	0,489,105	13,268,465
Interior terminals.....	987,482	4,529,967	5,517,449
Public elevators in the East.....	2,152,183	2,086,937	4,239,120
Afloat.....	2,691,868		2,691,868
Total.....	9,610,893	16,106,009	25,716,902
<i>April 5, 1917—</i>			
Terminal elevators.....	22,969,841	13,088,642	36,058,483
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	4,769,148	3,127,871	7,897,019
Public elevators in the East.....	1,417,281	2,520,946	3,938,227
Total.....	29,245,515	18,838,790	48,084,305
<i>April 7, 1916—</i>			
Terminal elevators.....	27,314,943	12,347,175	39,662,118
Afloat terminals.....	2,447,386	974,311	3,421,697
Interior terminals.....	4,911,599	2,034,595	6,946,194
Public elevators in the East.....	3,056,251	2,965,746	6,021,997
Total.....	37,730,179	18,321,827	56,052,006
<i>April 8, 1915—</i>			
Terminal elevators.....	10,703,055	5,093,791	15,796,846
Afloat terminals.....	308,712		308,712
Interior terminals.....	699,801	701,381	1,401,182
Public elevators in the East.....	1,462,411	1,669,410	3,131,821
Afloat.....	18,636		18,636
Total.....	13,192,615	7,464,582	20,657,197
<i>April 9, 1914—</i>			
Terminal elevators.....	14,001,560	11,333,578	20,340,138
Afloat terminals.....	4,083,630	3,310,060	7,393,790
Public elevators in the East.....	1,897,144	2,686,331	4,583,475
Total.....	19,982,334	17,335,069	37,317,403

RESUMPTION OF CANADIAN-ANTWERP STEAMER SERVICE.

The Canadian Pacific Ocean Service, Limited, advise that this company has decided to attempt a resumption of the Canadian-Antwerp service.

The ss. *Dunbridge*, a vessel of 8,000 tons deadweight capacity, will be placed on the berth at Montreal to sail on or about May 14 for Antwerp direct. If the venture is a success, according to the trade demand, the company will sail another vessel about two weeks later.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending April 4, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.	441,910		5,872	447,782
C.P.R., West St. John, N.B.	227,676	71,663		349,339
Government Elevator, Port Colborne, Ont.				-
Aberdeen Elevator, Midland, Ont.		85,074	11,280	96,354
G.T.R., Depot Harbour, Ont.				-
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	764,514	92,915		857,429
Quebec Harbour Commissioners, Quebec.	761,643			761,643
Maple Leaf Milling Co., Port Colborne, Ont.				-
Harbour Commissioners No. 1, Montreal, Que.	1,000,431			1,000,431
Harbour Commissioners No. 2, Montreal, Que.	386,558	33,654	50,777	470,989
Halifax, N.S., C.G.R.				-
Port McNicoll, C.P.R.	880,504	39,264		919,768
Goderich Elevator and Transit Co.				-
Midland Elevator Co., Midland, Ont.		664,200		664,200
Canadian Nat. Ry. Elevator, St. John, N.B.		272,117		272,117
Total.	4,513,348	1,259,044	67,929	5,840,321

THE TRADE POTENTIALITIES OF POLAND.

(The Morning Post, London, Eng.)

Is Poland likely to be an asset or a liability to the allied countries? Can Poland sustain itself in a league of nations? Can Poland hold its own in the markets of the world? Can it add to the comfort, the peace, the total of world values through its products, natural and manufactured? With absolute confidence these questions can all be answered favourably. The New Poland will not only be strong enough to care for its own interests, but it will be able to serve as a barrier state between Germany and Russia, and thus protect the Russian people against German aggression while they work out their own salvation. It can lend a helping hand to the Czecho-Slovaks.

The New Poland will be a nation of at least thirty millions of people. It will be the next nation in size following Italy. It will have a total population in excess of the total population of Belgium, Denmark, Holland, Norway, and Sweden. And this population will be diversified in its employment, having substantial numbers of its people employed in mining, in manufacturing, in agricultural pursuits, as well as in distinctly commercial undertakings.

What has Poland to trade with in the markets of the world? It has coalfields, which now feed one-third of the German industries. These coalfields have an area of 2,316 square miles, and the veins are 400 feet in thickness. The iron reserve is also of enormous size. Within the confines of Poland are found copper, lead, tin, and zinc. The oil wells are to be found in an area of some thirty-seven square miles. Poland in the agricultural field will more than hold her own. Poland ranks fourth among the countries of the world in the production of wheat, and third in the production of rye. It has always had a large potato production. German misrepresentation has also hidden away from public gaze the sugar beet production. Before the war in Poland a total production of 700,000 tons of sugar was being recorded, of which 300,000 were available for export. Further, Poland has a diversified list of manufactures.

Polish manufacturers are anxious to secure at once from allied sources the brass fixtures and other essential parts of the looms which were "borrowed" by the Germans either for war purposes or to replace broken and worn parts in German factories. The people of New Poland will start with a desire and hope of building up their trade relation with the Allies. Poland will be a large buyer in the markets of the world.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the seven months ended March 31, 1919.

		Receipts.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
September, 1918.....		4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660
October.....		22,978,206	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....		24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December.....		29,280,990	1,550,028	1,027,251	472,580	196,696	23,527,545	2,991,440
January, 1919.....		8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
February, 1919.....		4,800,827	926,035	455,380	133,164	44,872	6,360,278	1,530,515
March, 1918.....		2,342,829	713,802	454,103	57,636	47,760	3,616,130	453,957
Total 7 mos. ending Mar. 1919.		87,124,564	6,074,490	5,074,924	1,540,352	731,536	100,545,866	11,876,616
Total 7 mos. ending Mar. 1918.		104,775,972	18,970,166	5,899,189	3,117,666	193,050	132,956,043	17,834,373

		Shipments.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	Lake	1,583,608			15,353		1,598,961	
	Rail.	562,535	377,450	162,115	32,505	3,499	1,138,104	1,466,940
October.....	Lake	12,420,727		176,464	82,347		12,679,538	
	Rail.	394,922	322,160	177,649	18,923	24,054	937,708	985,655
November.....	Lake	30,171,908		129,484	147,926		30,449,318	
	Rail.	1,496,891	1,070,895	246,709	21,518	57,880	2,893,893	1,200,120
December.....	Lake	6,393,269		67,076	286,633	106,475	6,853,453	
	Rail.	2,097,028	1,172,678	60,563	152,855	1,034	3,484,158	591,680
January, 1919.....	Lake							
	Rail.	620,326	546,493	47,425	170,884	5,511	1,390,639	914,870
February.....	Lake							
	Rail.	173,276	386,765	119,282	74,118	10,306	763,747	481,215
March.....	Lake							
	Rail.	191,343	359,085	255,208	166,947		972,583	248,515
Total 7 mos. ending Mar. 1919.....	Lake	50,569,512		373,024	532,259	106,475	51,581,270	
	Rail.	5,536,321	4,235,526	1,068,951	637,750	102,284	11,580,832	5,888,995
Total 7 mos. ending Mar. 1918.....	Lake	89,709,977	7,727,694	2,307,911	1,807,313	63,585	101,616,480	296,750
	Rail.	12,774,719	7,206,371	1,242,092	755,976	57,598	22,036,756	9,512,433

TRADING WITH BELGIUM.

Official intimation has been received from the Belgian Government to the effect that the Comptoir National pour la Reprise de l'Activité Economique en Belgique, 110 Cannon street, E.C., has now ceased to be an official purchasing body. Under the ægis of the Comité Central Industriel, 11 Rue du Gentilhomme, Brussels, a certain number of industrial federations have been formed as co-operative purchasing societies.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

769. An important British house that has been importing large quantities of goods from the United States wishes to transfer its business to Canada if similar goods can be obtained in the Dominion. The following are lists of the articles required:—

Aluminium cooking utensils.
Builder's shelf hardware, including locks, clockwork, door bells, door springs, etc.
Blue flame pattern oil cooking stoves.
Carpet sweepers, other than "Bissell."
Clothes wringers (rubber roller).
Food choppers.
Ice cream freezers.
Lawn mowers.
Perfection pattern oil heaters.
Refrigerators.
Steel butt hinges.
Tee hinges.
Toilet fixtures.

Auger bits.
Bench and man drills.
Drills.
Engineers and Pips thread.
Expansive and auger bits.
Fly balloons.
Garden tools, rakes, hoes, etc.
Glass cutters.
Sand and breast drills, braces.
Hand and cross-cut saws.
Hay forks, hay rakes.
Iron planes.
Nail hammers.
Pipe stocks and dies and vices.
Rakes.
Screw drivers.

Spanners and pliers.
Stillson wrenches.
Stocks and dies and taps.
Trim tools.
Twist drills and reamers.
Vulcan wrenches, vices, cramps and spinners.
Wire cutters and pliers.
Wood bench screws.

Ash and hickory tool handles (axe, broom, fork, hammer, hay fork, pick, sledge).
Ash fork handles.
Blind rollers.
Clothes pegs.
Coat hangers.
Gum broom handles and mop handles.
Hammer handles.
Hickory pick shafts.
Pastry boards.
Rolling pins.
Spring clothes pegs.
Washboards.
Wood chair seats.
Wood wheelbarrows.

Oil stones.
Wallpapers.
Dover egg whisks.
Fly bats.
Mouse traps.

Further particulars regarding these articles can be obtained by application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

770. **Opal glass jars, optical glass, lenses, etc.**—A London firm reports an important market in Great Britain for opal glass jars for creams, ointments, etc., also for optical glass, lenses, lamp glasses, etc., and would like to get into touch immediately with Canadian manufacturers.

771. **Maize straw.**—A firm in Kent has a use for maize straw, press-baled, and asks for names of Canadian exporters.

772. **Raspberry pulp.**—A London firm desires to get into touch with Canadian exporters of raspberry pulp.

773. **Honey.**—A London firm wishes to be placed in communication with Canadian exporters of honey.

774. **Clinical thermometers.**—A London firm would like to get into touch with Canadian firms able to manufacture clinical thermometers or parts thereof.

775. **Ready-made doors.**—A Sheffield firm asks for names of Canadian exporters of ready-made wooden doors.

776. **Manufactured goods.**—A London correspondent is open to take up agencies for the sale of Canadian manufactured goods, particularly paper hardware, metals, wire and other nails, or specialties.

777. **Condensed milk.**—A correspondent in the south of England is desirous of securing the agency of a Canadian manufacturer of condensed milk.

778. **Dowels.**—A London firm desires to be placed in communication with reliable manufacturers of dowels in Canada.

779. **Baled hay and straw.**—A correspondent who is at present serving in H.M. Forces wishes to get into touch with Canadian exporters of baled hay and straw.

780. **Cardboard.**—A correspondent in the English Midlands desires to get into touch with Canadian manufacturers of cardboard able to quote for large quantities.

781. **Hay and straw.**—Inquiry is made for the address of a Canadian firm shipping baled hay and straw, prepared to appoint an English representative upon a commission basis.

782. **Glassware.**—A London firm desires the addresses of Canadian manufacturers of table and lamp glassware, in all of which they are interested.

783. **Bent wooden trunk hoops.**—A London company is open to purchase supplies of bent wooden trunk hoops, according to specification and other details on file in the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

784. **Jewellery.**—A London firm asks for the addresses of Canadian manufacturers of jewellery chains, and also of jewellery findings, including boltrings, snaps, swivels, etc.

785. **Cabinet reed organs.**—A London firm of musical instrument manufacturers and importers is desirous of securing the agency of Canadian manufacturers of cabinet reed organs, and to place a substantial order immediately. They are prepared to buy outright, paying cash.

786. **Infusorial earth (Kieselguhr).**—A firm in the north of England who are buyers of Kieselguhr invite samples and offers from actual Canadian producers.

787. **School supplies.**—A London company is open to purchase quantities of school penholders, school rulers, drawing materials, slate pencils and crayons, and would be glad to hear from Canadian manufacturers of same.

788. **Sulphite board.**—A London firm would be glad to hear from Canadian manufacturers who can supply sulphite board for containers and boxes, in large quantities.

789. **Automobile accessories.**—A London company is open to purchase automobile accessories of every description, including lamps, horns, tires, and fittings, and invites offers from Canadian manufacturers of same.

790. **Rubber boots and shoes.**—The partners of a London boot and shoe importing firm, about to visit Canada, wish to get into touch with Canadian manufacturers of rubber boots and shoes of various kinds.

791. **Grain, oilseed cake and oilseeds.**—A firm in Denmark wishes to negotiate direct with Canadian exporters of grain, oilseed cake and oilseeds. Bank references given in the United Kingdom, United States, and Denmark.

792. **Agricultural implements.**—A London company, whose operations cover the United Kingdom, Scandinavia, Poland, Siberia, Caucasus, and South, Central and North Russia, is desirous of getting into touch with Canadian manufacturers of agricultural implements. They are establishing a factory for reassembling and other

purposes and also a demonstration field. Canadian manufacturers interested should forward complete catalogues with present prices.

793. **Wire nails.**—A London firm wishes to purchase supplies of wire nails, and invites offers from actual Canadian manufacturers.

794. **Woodenware and hardware.**—An important London company, who are large buyers of broom handles, implement handles, washboards, dowels, clothes pegs, and all kinds of small turnery, are prepared to place orders for large and regular quantities with Canadian manufacturers, and in this connection to send out a representative to Canada if prospects of securing supplies are favourable. In the meantime they would like to hear from actual Canadian manufacturers possessing the necessary output capacity for handling export trade.

795. **Fancy goods.**—A London firm wishes to secure sole agency for the United Kingdom of Canadian manufacturers of vulcanite combs, manicure requisites, hot-water bottles, and toilet specialties.

796. **Motor-car agency.**—A London firm of engineers acting as agents for motor-cars would like to secure an agency for a Canadian car similar to the six-cylinder Buick. They would also be glad to represent in London Canadian firms manufacturing machinery.

797. **Enamelware.**—A Liverpool firm wishes to communicate with exporters of the above.

798. **Corn brooms and whisks, brushes.**—A Liverpool firm wishes to hear from exporters of the above.

799. **Household woodenware.**—A Liverpool firm wishes to hear from exporters of the above.

800. **Office furniture and equipment.**—A Liverpool firm wishes to get into touch with manufacturers of the above.

801. **Cheese.**—A Liverpool broker just starting in business on his own account, but having an intimate connection with the trade for many years, wishes to secure the representation of Canadian shippers of the above.

802. **Canned salmon.**—A Liverpool firm is in the market for the above for continental export purposes.

803. **Cattle feedingstuffs.**—A Liverpool firm would like to hear from Canadian exporters of the above.

804. **Gallon apples.**—A Liverpool firm would like to hear from exporters who have the above to offer.

805. **Rubber footwear.**—A Liverpool firm would like to receive offers of goloshes, thigh and top boots.

806. **Asbestos plaited packing.**—A Liverpool firm asks to be placed in touch with exporters of the above.

807. **Rubber surgical tubing.**—A Liverpool firm is in a position to place orders for all sizes of the above.

808. **Canned fish.**—A Liverpool firm wishes to secure an exclusive agency, on a buying or commission basis, for canned fish, excepting salmon and sardines, for which agencies are already held.

809. **Canned fruits.**—A Liverpool firm wishes to secure an exclusive agency for lines of the above.

810. **Cereal foods.**—A Liverpool firm wishes to secure an exclusive agency, on a buying or commission basis, for the above.

811. **Barbed wire.**—A Liverpool firm asks for quotations on 25-ton lots of the above.

812. **Net fencing wire, galvanized fencing wire, No. 8.**—A Liverpool firm asks for quotations on carload lots of the above.

813. **Bolts and nuts.**—A Liverpool firm asks for quotations on carload lots of cup square square and hexagon round hexagon nuts and bolts.

814. **Sole bends and waxed splits.**—A Liverpool firm wishes to receive offers of the above.

815. **Iron shoe rivets and tacks.**—A Liverpool firm is in the market for the above.
816. **Sole bends.**—A Liverpool firm wishes to get into touch with exporters of the above with a view to future business.
817. **Sole bends and upper leather.**—A Liverpool firm is interested in offers of the best grades of the above.
818. **Hemlock tanning extract.**—A Liverpool firm inquires for the above.
819. **Hemlock tanning extract.**—A Liverpool firm inquires for the above.
820. **Goloshes.**—A Liverpool firm wishes to be placed in touch with exporters of the above.
821. **Boots and shoes.**—A Liverpool retail firm, who buy in considerable quantities direct from the United States, wishes to get into communication with Canadian manufacturers of the above.
822. **Rubber footwear.**—A Liverpool retail firm, who buy direct from the United States, wish to get into communication with Canadian manufacturers of the above.
823. **Picture mouldings.**—A Liverpool firm wishes to receive offers of all classes of polished wood mouldings.
824. **Cardboard.**—A Glasgow firm wishes to get into touch with Canadian exporters of the above.
825. **Gallon apples.**—A Glasgow firm is prepared to import the above in 1,000 case lots.
826. **Evaporated milk.**—A Glasgow firm makes inquiry for the above.
827. **Picture moulding.**—A Glasgow manufacturers' agent who states he has a large connection with purchasers of above, wishes to represent a Canadian firm in the distribution of oak and polished wood mouldings as soon as conditions permit. He has already done a considerable business in Canadian mouldings in the early days of the war.
828. **Corn brooms, woodenware, etc.**—A Glasgow importer wishes to hear from exporters of the above with a view to purchase or agency.
829. **Boxboard.**—An Edinburgh firm wishes to get into touch with manufacturers of boards suitable for making folding boxes and cartons.
830. **Boots and shoes.**—A Belfast house would like to hear from exporters of all classes of gentlemen's and ladies' glace kid and box calf boots and shoes.
831. **Rubber footwear.**—An Edinburgh firm asks to be placed in touch with exporters of misses' and ladies' rubber overshoes and snow boots.
832. **Oak bends.**—A Belfast firm wishes to purchase oak bends, light in colour and well rounded, weighing from 8 to 10 pounds, 12 to 13 pounds, and 14 to 16 pounds.
833. **Boots and shoes.**—An Edinburgh firm wishes to get into touch with exporters of men's and women's light boots and shoes.
834. **Iron bars.**—A Glasgow firm asks for offers of 16 tons of the above, in accordance with specifications which may be obtained from the Department of Trade and Commerce, Commercial Intelligence Branch, Ottawa.
835. **Tinned meat.**—A Glasgow firm would be glad to consider offers of 6-pound tins of solid meat, any kind.
836. **Split leathers.**—A Cape Town firm makes inquiry for supply of split leather from Canada. Details may be had from Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.
837. **Hosiery, celluloid goods, fancy goods, men's braces, shoe findings and general grindery; ladies' corsets.**—A Sydney importer invites correspondence from manufacturers of above articles. (See page 637.)
838. **Boots and shoes.**—A Sydney agent specializing in the above goods is prepared to take up the representation of Canadian manufacturers. Correspondence is requested. (See page 635.)
839. **Denims and blue drill.**—An old-established company of warehousemen desires to hear from manufacturers of the above-mentioned material. (See page 637.)

840. **Hardware, machinery, iron, etc.**—A mercantile firm in Harbin, Manchuria, wishes to import from Canada articles of the following classes: Hardware (instruments for mining, as shovels, axes, saws, etc.), machinery for agricultural use, iron in different shapes and grades, tin-plate, electrical supplies, fishing nets, ropes, clothing (woollen, cotton, etc.), drugs, paper of all kinds (writing, blotting, carbon, wrapping), candles, typewriters with Russian and English alphabets, dyes, bags, tallow, stearin wax, paraffin wax.

841. **General hardware and tools, etc.**—A merchant in Vladivostok, Siberia, wishes to secure from Canada supplies of general hardware and tools, particularly mining and lumbering tools, various kinds of machinery, iron and steel supplies for fishermen, cordage, clothing, all kinds of paper, bags, electrical supplies.

842. **Equipment for steam laundry.**—A party in Vladivostok, Siberia, desires quotations and other particulars from firms in Canada in a position to supply full equipment for a steam laundry (without boilers) with an average capacity of about 5,000 pieces a day.

843. **Dairy equipment.**—A co-operative organization, with headquarters at Vladivostok, desires to obtain quotations and other particulars from Canadian firms in a position to supply 400 Batirometres for measuring the fat in milk, 500 pounds Abomasus yeast in powder, and machines and full equipment for the condensing of milk.

844. **Representation.**—A Canadian business man now in Holland, representing Montreal firm, offers to take care of the interests of Canadian shippers; also consignments solicited. Correspondence invited with Montreal office.

845. **Canned salmon and lobster.**—A large firm in Leyden, Holland, is anxious to get into touch with Canadian packers of salmon and lobster.

846. **Machinery.**—A manufacturer in Siberia is open to receive offers for the following machinery, specifications of which are obtainable at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa:—

- I. Bulldoser. Essential for following work—
 - (1) To cut out from iron plate of $\frac{3}{4}$ " thickness and to bend by press earth boards for ploughs, of dimensions as in specifications.
 - (2) For bending stub-beams from steeled angle-iron of dimensions $2\frac{3}{4}$ " x $2\frac{3}{4}$ " x $\frac{5}{16}$ ", with angle of 60 degrees as in specifications.
 - (3) For moulding webs, fin cutters from bar-steel, $\frac{5}{8}$ " x $1\frac{5}{8}$ " as in specifications.
 - (4) For bending round iron to an angle of 90 degrees; diameter up to $1\frac{1}{2}$ ".
 - (5) For bending edgewise bar-iron to an angle of 90 degrees; dimensions to $\frac{3}{4}$ " x $2\frac{3}{4}$ ". Approximate power of force acting on bearing surface is required from 100 to 150 tons.
- II. Hydraulic press, essentially rapid-working, according to type described in specifications. For same work as bulldoser. Strength of pressure from 100 to 150 tons.
- III. Riveting machine, for cold riveting; diameter of rivets up to $\frac{3}{4}$ ". (See Specification.) Chiefly required for riveting wheels.
- IV. Threading machine, for threading bolts. Diameter of bolts up to $\frac{3}{4}$ ".
- V. Press for cutting out nuts from bar iron. Dimensions of nuts required up to 1".
- VI. Lathe for threading nuts in diameter to 1". Desirable automatic with large capacity.
- VII. Compression hammer type as per specifications. Weight of hammer from 3 to 4 poods.*
- VIII. Shaping and planing lathe with automatic feed. Movement of cutter from 18 " to 20 ".
- IX. Two rapid drilling machines (lathes) for drilling holes up to 1" diameter.

* 1 pood = 36.1127 avoirdupois pounds.)

847. **Machinery and tools**, according to the following specification, are required by a manufacturer in Siberia (1 pood = 36.1127 avoirdupois pounds; 1 arshine = 2 feet 4 inches) :—

Description of material.	Dimensions.	Quantity.
Steel, round, for dies	$3\frac{1}{2}$ "	25 poods.
" " "	3"	25 "
" " "	$2\frac{1}{2}$ "	25 "
" " "	$2\frac{1}{4}$ "	25 "
" " "	2"	25 "
" " "	$1\frac{3}{4}$ "	15 "
" " " for tools	$1\frac{1}{2}$ "	15 "
" " "	$1\frac{1}{4}$ "	15 "
" " "	$1\frac{1}{8}$ "	10 "

Description of material.	Dimensions.	Quantity.
Steel, round, for tools.	1"	15 poods.
" " " " " " " " " " " "	$\frac{7}{8}$ "	10 "
" " " " " " " " " " " "	$\frac{3}{4}$ " & $\frac{5}{8}$ "	20 "
" " " " " " " " " " " "	$\frac{2}{2}$ "	15 "
" " " " " " " " " " " "	$\frac{3}{8}$ "	10 "
" " " " " " " " " " " "	$\frac{7}{16}$ "	5 "
" " " " " " " " " " " "	$\frac{1}{4}$ "	3 "
" " " " " " " " " " " "	$\frac{1}{8}$ "	3 "
" " " " " " " " " " " "	$\frac{7}{16}$ "	3 "
" square for dies.	$\frac{3}{16}$ "	15 "
" " " " " " " " " " " "	3"	10 "
" " " " " " " " " " " "	$2\frac{1}{2}$ "	10 "
" " " " " " " " " " " "	$2\frac{1}{4}$ "	10 "
" " " " " " " " " " " "	2"	10 "
" " " " " " " " " " " "	$1\frac{1}{2}$ "	10 "
" " " " " " " " " " " "	$1\frac{1}{4}$ "	10 "
" " " " " " " " " " " "	$1\frac{1}{8}$ "	10 "
" " " " " " " " " " " "	3"	5 "
" " " " " " " " " " " "	$\frac{3}{8}$ "	5 "
" " " " " " " " " " " "	$\frac{1}{2}$ "	5 "
" " " " " " " " " " " "	$\frac{3}{8}$ "	5 "
Steel for chisels (fitters')	$\frac{5}{8}$ " x 1"	15 "
Steel for cutters, square—high speed. .	$\frac{5}{8}$ "	2 "
" " " " " " " " " " " "	2"	2 "
" " " " " " " " " " " "	3"	2 "
Carborundum discs, good quality. . . .	30 x 350 mm.	20 only.
" " " " " " " " " " " "	10 x 250 mm.	10 "
" " " " " " " " " " " "	10 x 150 mm.	10 "
Drills (with conical butts) of (high speed rapid cutting) steel.	$\frac{1}{4}$ "	300 "
" " " " " " " " " " " "	$\frac{5}{16}$ "	200 "
" " " " " " " " " " " "	$\frac{3}{8}$ "	100 "
" " " " " " " " " " " "	$\frac{7}{16}$ "	200 "
" " " " " " " " " " " "	$\frac{3}{16}$ "	100 "
" " " " " " " " " " " "	$\frac{1}{8}$ "	100 "
" " " " " " " " " " " "	7 mm.	200 "
" " " " " " " " " " " "	6 mm.	100 "
" " " " " " " " " " " "	9"	50 "
" " " " " " " " " " " "	10"	50 "
" " " " " " " " " " " "	11"	50 "
" " " " " " " " " " " "	12"	50 "
" " " " " " " " " " " "	13"	12 "
" " " " " " " " " " " "	14"	6 "
" " " " " " " " " " " "	18"	6 "
Belt, "Balata," good quality	2"	300 arshines.
" " " " " " " " " " " "	$2\frac{1}{2}$ "	300 "
" " " " " " " " " " " "	3"	200 "
" " " " " " " " " " " "	$3\frac{1}{2}$ "	100 "
" " " " " " " " " " " "	4"	200 "
" " " " " " " " " " " "	$1\frac{1}{2}$ "	200 "
" " " " " " " " " " " "	5"	60 "
" " " " " " " " " " " "	9"	100 "
" " " " " " " " " " " "	1"	60 "
Steel for cutters of presses.	$\frac{3}{4}$ " x 4"	10 poods.
" " " " " " " " " " " "	1" x 4"	10 "
" " " " " " " " " " " "	$\frac{5}{8}$ " x 4"	10 "
" " " " " " " " " " " "	$\frac{3}{4}$ " x 3"	10 "
" " " " " " " " " " " "	$\frac{3}{4}$ " x $2\frac{1}{2}$ "	5 "
Emery powder.	No. 40	300 "
" " " " " " " " " " " "	No. 30	300 "
Emery cloth	No. 1	2,000 sheets.
" " " " " " " " " " " "	No. 2	2,000 "
" " " " " " " " " " " "	No. 3	2,000 "
" " " " " " " " " " " "	No. 4	1,000 "
Fitters' hammers.	1½ lb.	200 only.
Mallets for fitter's work.	6 lb.	25 "
Screw-taps, conical, right-handed. . . .	3"	200 "
" " " " " " " " " " " "	1"	200 "
" " " " " " " " " " " "	$\frac{5}{8}$ "	200 "
" " " " " " " " " " " "	3"	50 "
" " " " " " " " " " " "	$\frac{3}{4}$ "	50 "
" " " " " " " " " " " "	1"	25 "
Bolts "Jackson" (belt-fasteners) . . .	$\frac{5}{16}$ " x $1\frac{1}{8}$ "	1,000 "
" " " " " " " " " " " "	$\frac{1}{4}$ " x 1"	1,000 "
Tin in bars, of good quality. . . . .	.....	5 poods.
Lubricators C.I. Shtaufur.	No. 3	200 only.

Description of material.	Dimensions.	Quantity.
Screw-dies for threading bolts of firm Fitberg & Co.	$\frac{5}{8}$ " right.	100 sets.
" " " " " " " "	$\frac{1}{2}$ " " "	100 "
" " " " " " " "	$\frac{3}{8}$ " " "	100 "
Bastard files, square.	16"	6 doz.
" " " " " " " "	14"	6 "
" " " " " " " "	12"	6 "
" " " " " " " "	8"	6 "
" " " " " " " "	6"	10 "
" " " " " " " "	4"	10 "
" " " hack-files (feather-edged)	12"	3 "
" " " " " " " "	8"	3 "
Smooth files, square.	16"	5 "
" " " " " " " "	14"	5 "
" " " " " " " "	12"	5 "
" " " " " " " "	10"	8 "
" " " " " " " "	8"	8 "
" " " " " " " "	6"	10 "
" " " " " " " "	4"	6 "
" " " hack-files (feather-edged)	14"	3 "
" " " " " " " "	12"	3 "
" " " " " " " "	10"	3 "
" " " " " " " "	8"	3 "
" " " " " " " "	6"	3 "
" " " half-round.	5"	5 "
" " " " " " " "	8"	5 "
" " " " " " " "	10"	5 "
" " " " " " " "	12"	10 "
" " " " " " " "	14"	5 "
" " " " " " " "	16"	5 "
" " " " " " " "	18"	5 "
Bastard files " " " " " " " "	5"	5 "
" " " " " " " "	6"	10 "
" " " " " " " "	8"	10 "
" " " " " " " "	10"	5 "
" " " " " " " "	12"	5 "
" " " " " " " "	16"	6 "
Smooth files, flat.	5"	10 "
" " " " " " " "	8"	10 "
" " " " " " " "	10"	10 "
" " " " " " " "	12"	6 "
" " " " " " " "	14"	6 "
" " " " " " " "	16"	10 "
" " " " " " " "	18"	150 "
Bastard files, flat.	5"	10 "
" " " " " " " "	8"	10 "
" " " " " " " "	10-12" each 10 doz.	20 "
" " " " " " " "	16"	15 "
" " " " " " " "	18"	15 "
" " " round.	5"	5 "
" " " " " " " "	10"	5 "
" " " " " " " "	12"	5 "
" " " " " " " "	18"	3 "
Smooth files, round.	5"	5 "
" " " " " " " "	6"	5 "
" " " " " " " "	8"	5 "
" " " " " " " "	10"	5 "
" " " " " " " "	14"	5 "
" " " " " " " "	16"	3 "
" " " " " " " "	18"	5 "
" " " triangular.	5"	10 "
" " " " " " " "	8"	5 "
" " " " " " " "	10"	5 "
" " " " " " " "	12"	5 "
" " " " " " " "	14"	5 "
" " " " " " " "	16"	5 "
Bastard files, triangular.	5"	10 "
" " " " " " " "	8"	5 "
" " " " " " " "	10"	5 "
" " " " " " " "	12"	5 "
" " " " " " " "	16"	5 "
" " " " " " " "	18"	5 "
Saw-blades for metal (hack-saws) . .	12"	100 gross.
Carborundum discs.	60 x 600 mm.	50 only.
Padlocks with 2 keys, small size. . .	.....	300 "
Screw-dies for threading bolts, left . .	$\frac{1}{2}$ "	50 sets.
" " " " " " " "	$\frac{5}{8}$ "	50 "
" " " " " " " "	$\frac{3}{8}$ "	50 "

**PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, AND HALIFAX,
AND MONTREAL.**

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Scandinavian, C.P.S.O. Lines, about April 16; *Minnedosa*, C.P.O.S. Lines, about April 22; *Grampian*, C.P.O.S. Lines, about April 25; *Corsican*, C.P.O.S. Lines, about April 30.

WEST ST. JOHN TO LONDON.

Montezuma, C.P.S.O. Lines, about April 21.

WEST ST. JOHN TO GLASGOW.

Saturnia, Anchor Donaldson Line, about April 17; *Holbrook*, C.P.O.S. Lines, about April 23

WEST ST. JOHN TO MANCHESTER.

Manchester Hero, Manchester Line, about April 19; *Manchester Division*, Manchester Line, about April 24.

WEST ST. JOHN TO BELFAST.

Radmore Head, Head Line, about April 20.

ST. JOHN TO BERMUDA, ST. KITTS, DOMINICA, ST. LUCIA, BARBADOS, TRINIDAD, DEMERARA, ETC.

**Chignecto*, Royal Mail Steam Packet Co., April 18; *Chaudiere*, Royal Mail Steam Packet Co., April 20.

*Sails from Halifax.

HALIFAX TO SANTIAGO (CUBA), AND JAMAICA.

Key Vive, Pickford & Black, about April 20; *Amanda*, Pickford & Black, about April 24.

MONTREAL TO LIVERPOOL.

Megantic, White Star-Dominion Line, about May 17.

THE CANADA-NEW ZEALAND STEAMER SERVICE.

The Department of Trade and Commerce is advised by the New Zealand Shipping Company, Limited, of Montreal, that their next steamer on the Canada-New Zealand service will be the *Rona*, sailing from Montreal about May the 10th to 15th.

This vessel, which has a capacity for 8,000 tons deadweight cargo, will call at Auckland, Wellington, Lyttleton, Dunedin, Melbourne, and Sydney, and will go via the Panama canal.

CATALOGUES FOR BELGIUM.

H.M. Consul-General, Antwerp, invites United Kingdom manufacturers to send him suitable catalogues, preferably in French, as well as small samples, for the inspection of prospective Belgian buyers.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

IMPERIAL TRADE COMMISSIONERS SERVICE.

In connection with the Imperial Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

J. C. Manzer, Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaia street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
- Report *re* Mail Subsidies and Steamship Subventions.** (Annual.)
- Report of Board of Grain Commissioners for Canada.** (Annual.)
- Rules and Regulations made by Board of Grain Commissioners.** (Annual.)
- List of Licensed Elevators, etc.** (Annual.)
- Grain Inspection in Canada.**
- Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.**
- Supplements to Weekly Bulletin:**
- Trade of China and Japan.
 - The German War and its relation to Canadian Trade.
 - Handbook for Export to South America.
 - Commercial Intelligence Service.
 - Toy Making in Canada.
 - The Timber Import Trade of Australia.
- Patent Office Record.** (Monthly.)
- Rules and Forms of the Canadian Patent Office.**
- Canada and the British West Indies.** (1915.)
- Canada the Country of the Twentieth Century** (1915). \$1.00.
- Handbook for Export to South America** (1915).
- Trade with China and Japan.** (1914.)
- Export Directory of Canada** (1915).
- Review of Commercial Intelligence Service.** (1916.)
- Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades.** (Published Weekly.)
- Number of Cars of Grain inspected in Western Inspection Division.** (Monthly.)
- Receipts and Shipments of Grain at Fort William and Port Arthur.** (Monthly.)
- Food Inspection Bulletins.**
- Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.**

BUREAU OF STATISTICS.

- The Canada Year Book.**
- Monthly Bulletin of Agricultural Statistics.**
- Annual Report of the Trade of Canada.**
- Monthly Report of the Trade of Canada.**
- Monthly Report of Census, Statistics, etc.**
- Bulletins of the Fifth Census of Canada, 1911:**
- Vol. I, 1913, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
 - Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
 - Vol. III, 1913, Manufacturers, 1911.
 - Vol. IV, Census of Canada.
 - Vol. V, Forest, Fishery, Fur, etc.
 - Vol. VI, Occupations.
- Population and Agriculture (Prairie Provinces).** (1916.)
- Postal Census of Manufacturers.** (1916.)
- Criminal Statistics, 1916.**
- Special Report on Foreign Born Population.**
- Report on Production of Creameries and Cheese Factories, 1915, 1916.**

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VOL. XX.

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WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



View of the "Rijnhaven," or Rhine Harbour, Rotterdam. (See p. 698.)

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(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, April 21, 1919.

No. 794

GREAT COMMERCIAL DEPRESSION IN JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

BUSINESS WORLD UNPREPARED.

Yokohama, February 25.—Probably the news of the armistice of November 12 last had a more depressing effect on the Japanese business world than on any other. When we consider that for the past four and a half years Japanese manufacturers have been working unceasingly to meet the demands made upon them from almost every quarter of the globe, with the result that more wealth came into Japan than had ever been known in the country's history, the armistice, coming as it did with such suddenness, caused the greatest excitement and anxiety on the part of the many business establishments that have recently grown up, as well as on that of many old-established firms which found themselves with large stocks of high-priced materials on their hands.

WAR-TIME INDUSTRIAL EXPANSION.

During the war much new building and enlargement of plants was carried out. New factories to the number of 14,000 have been established in the country, with an invested total of yen 440,000,000, and in which 270,000 workers have been employed. During the same period 5,000 plants have been enlarged at an investment of yen 360,000,000, and as a result there have been employed an additional 160,000 hands. In this connection the following figures may be of interest:—

Plants Newly Established.

Classification of Works according to Businesses—	Number of Works.	Number of Workers.	Investments. (In Yen 1,000)
Dyeing and weaving.. . . .	3,959	121,921	91,283
Machinery and tools.. . . .	3,545	60,110	156,985
Chemical products.. . . .	2,126	36,819	100,239
Beverages and comestibles.. . . .	1,712	11,517	35,569
Miscellaneous.. . . .	2,648	36,047	29,069
Special.. . . .	82	6,192	32,430
Total.. . . .	14,072	272,606	445,575

Old Plants Enlarged.

Dyeing and weaving.. . . .	2,314	71,941	133,986
Machinery and tools.. . . .	1,112	58,703	94,789
Chemical products.. . . .	1,092	23,096	91,302
Beverages and comestibles.. . . .	355	3,026	14,993
Miscellaneous.. . . .	592	6,249	6,987
Special.. . . .	33	6,967	27,170
Total.. . . .	5,498	169,982	369,227

SLUMP IN PRICES.

At the time the armistice was signed expensive machinery and equipment were arriving in Japan by every steamer, and this was material upon which the Japanese

had paid abnormally high prices. Then again, large quantities of iron and steel had been ordered for future delivery from America and other countries at war prices, under the impression that the war had a much longer time to run, but after the armistice pig-iron fell from yen 500 per ton to yen 220, while iron bars fell from yen 480 to yen 160 per ton, and steel plates from yen 1,500 to yen 600 per ton. When it is remembered that in 1918, 1,200,000 tons of iron were imported into Japan as compared with 520,000 tons in 1915, one can readily understand what a serious setback the iron and steel merchants received. Commercial circles in Japan were so shocked when the armistice was signed that they were even blamed in some quarters for lack of patriotic feeling towards the Allies, but the fact was that the significance of the event was too big for the business world to grasp immediately.

CONFUSED MARKET CONDITIONS.

After the first week or so a "lull after the storm" prevailed, when business returned to nearly the same conditions as before the armistice. Of course in some lines of business a heavy depression ruled, but for the most part everything went along as usual. Banks were liberal with credit and a certain amount of speculation was indulged in, new companies being formed with mushroom persistency. At the same time merchants held out for high prices all round as a result of the general scarcity of commodities.

These conditions were not to last for long, however. On account of the existing trade conditions abroad, numerous cables began to come in from various countries about the end of November, cancelling contracts where possible in order to avoid further loss. On the other hand, the Yokohama Specie Bank notified its clients that orders from buyers were required to be presented when applying for the drafting of bills. Thus the moral effect of the armistice on the Japanese business world began to give way to an actual one.

There was great confusion in commercial circles when in the first week of December it was announced by Great Britain and America that certain embargoes had been lifted. Especially was this the case in the iron and steel trades, and also among the dye and chemical manufacturers. Buyers decided to wait for lower prices and the market was consequently dull—so dull in fact that some well-known firms collapsed when consumers, wherever possible, cancelled contracts made with them.

Another factor which contributed its share to the bad impulse which prevailed at this time, was the fact that agents of large foreign concerns began to book business for machinery and other lines that had previously been restricted, so that the market was flooded with sales.

As a result of these gloomy conditions, several shipyards in Kobe and Osaka closed down, throwing thousands of men out of work. The ironworks cut down their production, while dye and chemical makers suspended operations and further failures were announced.

In the export market conditions were growing equally as bad. Foreign buyers were holding off from new purchases waiting for prices to fall. At the same time many firms who had goods already purchased and ready to ship, held up shipments in the hope that freight rates would decline. This was a good move on their part, for it was not long before steamers for America were begging for freight at \$10 to \$15 per ton as compared with \$45 per ton a few weeks before. Then again, buyers in Australia, India and Europe began to cable cancellations of contracts, which action much discouraged Japanese exporters. This could be done in many cases without penalty, as usually the Japanese firms had not kept to their agreements in getting goods shipped on time according to contract, so great was the demand for goods prior to the armistice. Just at this time (December 15), several Osaka and Kobe exporters were reported to be in difficulties which necessitated closing their doors.

As a result of the drop in both exports and imports the freight market was much affected. On the European run outward rates declined by 200 shillings per ton, and

homeward rates dropped to \$45 to \$50 per ton. Charter rates fell off to yen 35 per ton. At the same time many of the foreign steamship lines such as the Canadian Pacific Ocean Services, Limited, and the Blue Funnel Steamship Companies, announced their intention to put boats back on their old runs, while some new services also were planned by other shipping companies.

EFFORTS TO STABILIZE CONDITIONS.

Japanese merchants at this time (December 12), did all in their power to minimize the adverse conditions resulting from the armistice, but in spite of this the effects became more intense, so much so that the drug and chemical trade petitioned the Government to increase the tariff on imported goods, and also to lift the bans which kept them from exporting same to foreign destinations. These applications were favourably considered by the Government, which is now contemplating raising the import duty to 50 per cent ad valorem on all kinds of dyes, except artificial indigo and pure indigo, for a period of five years. The export restrictions on certain dyes and chemicals have also been removed by the granting of "easy licenses."

When the United States and England lifted further restrictions on exports about December 15, and incoming steamers began to unload iron, steel, dyes and chemicals, purchased abroad at war prices on a falling market, many more merchants went into liquidation and failures were recorded. The Bank of Japan came to the rescue in order to ward off catastrophe and urged the banks to use all their influence in helping to stabilize business, and also notified them that credit would be given readily at lower rates. This aid on the part of the financial administrators was enough to neutralize the adverse conditions for a time, but in a few days further failures were announced in the paper and metal trades in Osaka, and the banks began to ease up on credit advancements, particularly to those in the iron, chemical, paper and flour trades.

As the year 1918 drew to a close, conditions were very adverse. Bankers were cautious and credit particularly tight. Factories began to close down and thousands were thrown out of work. Some of the silk weavers decided to stop weaving for a period of a month in order to maintain the prices of silk. Celluloid factories, which are said to have grown up like mushrooms over night during the last two years, stopped production, with the result that over 10,000 were thrown out of work during one week in Tokyo, and the authorities were confronted with a labour problem.

THE FOOD SITUATION.

At the same time various chambers of commerce as well as other organizations began to petition the Government to do something to relieve the food situation, and suggested that the exportation of cereals and starches from Japan be prohibited, and that the import duties on barley, wheat, and other cereals be lifted. As this would prove very serious to the produce exporters in the country, who strongly resisted such a measure, it was decided that no embargo would be placed on beans, peas or starches, and that reductions would be made in the import duties on barley, wheat, wheat flour, etc., but as yet the Government has done nothing definite, although the Lower House has already passed such a measure and it is at present before the House of Peers. Arrangements have, however, been made with the French Government for the release of 60,000 tons of Saigon rice per month, which should assist considerably in bringing the price down for consumers.

SCHEMES TO PREVENT A LANDSLIDE.

The year 1919 was ushered in under very gloomy circumstances, and the revival usually due at this season of the year did not materialize, but on the other hand found every market in a sinking condition. Up to the end of February conditions have

remained much the same, and any improvement made, is almost too trivial to report upon. Various Allied Governments kept removing export bans, much to the annoyance of Japanese manufacturers, who were now adopting all kinds of schemes in order to prevent a landslide. Small dyemakers endeavoured to amalgamate, and various other manufacturers were said to be making agreements to help each other in their financial difficulties. Shipbuilders now began to agitate for the revival of the "Law for the Encouragement of Shipbuilding." On account of the decline in the freight market, and also owing to the drop in the price of steel plates, the value of ships has been very much reduced, so much so that some shipbuilders have suffered severe losses. It was reported that one well-known company was faced with a deficit of over yen 10,000,000. If the shipbuilding law was revived, shipbuilders would be able to get a Government bounty on each ship built, which would be of material assistance during these hard times.

The Mitsu Bishi Shipbuilding Company and the Kawasaki Company, two of the largest shipyards in Japan, decided to go into the manufacture of motor trucks, in which their shipbuilding machinery could be profitably employed. For this purpose they had previously sent some of their engineers to the United States to study the automobile industry. The majority of these men have now returned and are ready to oversee the manufacture of motor trucks in these two factories. Since the beginning of November practically no new orders for ships have been received, and the manufacture of motor trucks, which is encouraged by the Government's Motor Subsidy Law, will at the same time give employment to their many mechanics during the present depression.

IRON AND STEEL INDUSTRIES.

Up to a few days ago it was said that chemicals and drugs amounting to over yen 100,000,000 had accumulated in Japanese storehouses, and chemicals of all kinds dropped to very low prices. The iron and steel merchants were still holding out for high prices, with the result that no buying was being done. Then came foreign producers, who offered stocks of chemicals, pig-iron, etc., at lower prices than those ruling in Japan, so that English pig-iron could be bought at yen 130 per ton as compared with yen 200 for the domestic product. As a result of this, "the bottom fell out," and those merchants who were holding out for high prices on the ground that the raw materials were laid in at war prices, ran into difficulties and further failures were noted.

Iron manufacturers were also much depressed, for it was feared that any further decline in prices would compel them to suspend operations, which would be a severe blow in view of the fact that the Government had been doing everything possible to encourage steel mills to increase domestic production. To relieve this situation, several of the larger firms decided to approach the Government with a request to adopt a permanent plan for the protection of the home iron industry, by raising the import tariff and by setting a definite price on pig-iron, and if the price continued to fall, to restrict the importation of it altogether for the time being. But nothing was done in the matter.

In Osaka some of the leading iron merchants formed an iron-selling company with a capital of yen 15,000,000 for the purpose of buying up the unsold goods in the market and disposing of same at a more opportune time.

In the first part of this month several more shipyards closed down, and even woollen mills found themselves with shut doors. The Japanese banks deserve great praise for the steadying influence they have exerted during the past few weeks, when they granted credit wherever possible, but cautiously of course, and at the same time refrained from proceeding to extremities in enforcing the repayment of past advances.

THE POLICY OF "WAIT AND SEE."

In short, it may be said that business is bad in Japan at the present time. Your Commissioner has been in conversation with travellers who have come here recently

to negotiate sales of Canadian and American products, and the consensus of opinion regarding the Japanese business world is that it is stagnant. Buyers are waiting for the return of pre-war prices. Those who must buy only do so with a hand-to-mouth regularity.

As to just how long these conditions will prevail, it is difficult to say. Some of those business men who have been here for years say that the worst has not yet arrived, while others maintain a more optimistic view.

SHADY BUSINESS PRACTICE.

As was foretold by many before the armistice, Japan has lost much business of late on account of old sources of supply being again available. It is true that many manufacturers in this country, when supplying goods formerly bought from other markets, were so eager to make immediate gains that underhand tactics were adopted and inferior goods shipped, thus creating a bad impression on customers, who are now only too glad to buy from old suppliers in Canada and other places from whom they received goods before the war.

The authorities did much to prevent these shipments of inferior goods by passing laws under which certain articles had to be officially inspected before shipping. Such lines as silk goods, brushes, glassware, braids, enamelled ware, celluloid articles, hosiery, pencils, etc., all must be inspected now and passed on either by the Government inspectors, or by associations formed by the various trades, for the purpose of protecting their business reputation abroad.

The writer, since his return to Japan several months ago, has heard from various foreign buyers of some of the tricks practiced by small Japanese manufacturers such, for example, as the shipping of pencils which, when split open, were found to contain only an inch of lead at each end, or of Japanese firms refusing to honour a draft after receipt of goods from abroad, and bringing up some small technicality as an excuse. Such cases as these, however, are very rare, the truth being that there are many very reliable Japanese importers and exporters, if Canadian firms will only take the trouble to ascertain with whom they are dealing before transactions are consummated.

Your Commissioner will only be too pleased to investigate at all times, into the reliability of importing firms, and will be glad to forward a commercial report on same after the various facts can be collected.

THE BANKING SITUATION IN CHINA.

TRADE COMMISSIONER J. W. ROSS.

NEW BANKING ENTERPRISES.

Shanghai, March 1, 1919.—The formal and official opening of the offices of the new American bank, to be known as the Asia Banking Corporation, took place on 11th February. A reception by invitation to Shanghai business men and others was held by the local officials of the new bank, and was largely attended. As previously reported, the Asia Banking Corporation has been formed as a subsidiary company by several of the leading banks and other financial institutions in the United States—notably the Guaranty Trust Company, and the Bankers Trust Company of New York, the Anglo-London and Paris National Bank of San Francisco, the First National Bank of Portland, Oregon, and the National Bank of Commerce, Seattle, and others. It has been considered by these various important institutions that the great expansion of American trade with the Far East justifies the establishment of another bank at this time, and this supposition is probably sound. The Asia Banking Corporation having thus begun operations in Shanghai, other offices will follow almost immediately. That at Hankow will be opened in March, and in due course branches at Peking, Tientsin, Harbin and Vladivostok will follow. There would seem to be ample scope

for business for a new American bank in addition to the only other one at present operating in China, for the United States trade with this country has enormously increased within the past few years.

OTHER BANKING ENTERPRISES.

Mr. J. J. Abbott, of the Continental and Commercial Bank of Chicago, is at present in China, and is making an investigation of the financial position and needs of this country. It is reported from Peking that a loan to China for a considerable amount has been effected through Mr. Abbott. Representatives of the First National Bank of Boston, U.S.A., are also soon to arrive in China, coming by way of Australia. It is presumed that this deputation of American financial interests are upon a world tour of inspection, and are making a study of commercial conditions, in preparation for the expansion of overseas trade likely to be experienced by the United States with these foreign countries.

It is gratifying to know that Canadian banking interests also are not neglectful of the possibilities for overseas expansion. A representative of the Royal Bank of Canada is at the present time a visitor to China, and it may be presumed that he is making a close investigation of banking and commercial conditions in the Far East; but what the plans of this institution are it is premature to state. It is also announced that a subsidiary banking corporation has been formed jointly by the Union Bank of Canada and the National Park Bank of New York, to be known as the Park Union Overseas Banking Corporation, specially formed for promoting overseas trade, particularly with Far Eastern countries. Offices will be opened in San Francisco, Seattle and Yokohama, Japan, immediately; and it is presumed that as soon as silver exchange falls to a point which eliminates risk, agencies will also be established in Shanghai and other ports in China.

PROGRESS OF EXISTING BANKS.

Expansion and progress is being shown to a marked extent by several of the banking institutions which have for a long time been established in China. The Hong Kong and Shanghai Banking Corporation has purchased the property on the south adjoining their present extensive premises, and will erect a new building of large dimensions and handsome appearance. This bank is also erecting a new bank building at Hankow. The Chartered Bank of India, Australia and China, will soon begin the construction of a new office building in Shanghai, and the International Banking Corporation (American) are putting up a new building in Hankow. The Banque Industrielle de Chine, one of the two French banks in China, has recently greatly increased its capital with a view of expanding its operations in China and elsewhere in the East. Formerly the capital stock of this bank was frs. 45,000,000; it is now to be increased to frs. 75,000,000, or \$15,000,000 Canadian currency.

Foreign banks doing business in China at date of writing are as follows:—

Hong Kong and Shanghai Banking Corporation (British).

Chartered Bank of India, Australia and China (British).

Mercantile Bank of India (British).

International Banking Corporation (American).

Asia Banking Corporation (American).

Banque de L'Indo-Chine (French).

Banque Industrielle de Chine (French).

Belgian Bank (Banque Belge Pour L'Etranger), (Belgian).

Russo-Asiatic Bank (Russian).

Netherlands Trading Society Bank (Holland).

Yokohama Specie Bank (Japanese), and five other Japanese banks of considerable capital and good financial standing.

The German Bank is being liquidated by the Chinese Government and the bank building is advertised for sale.

FALL IN EXCHANGE.

No subject occupies the minds of business men in China to a greater extent than the question of exchange: what it is to-day and what it will be to-morrow. Your broker may report the market to be steady or firm, and you wait for another day to purchase your bill upon London or New York or India; the day comes and you find that the market is weak, and exchange is down; the tendency being downward, you buy your exchange fearing that it will go lower; the next day comes, and you find that exchange has stiffened again, and you might have saved some taels had you not bought so quickly. This sort of thing goes on all the time, and gives employment to a score of bill brokers who go about among their clients from office to office every day, and several times a day, giving latest quotations. Exchange, which has been so excessively high for the past two years, has recently begun to fall. Within the past thirty days the value of the tael has decreased by 5 pence sterling or 10 cents gold. The tendency is downward, and exchange will probably reach the point where the Shanghai tael will correspond to the fixed value of silver bullion. Of course a reduction beyond that point cannot be expected until the British and United States Governments cancel the arrangement fixing the minimum value of silver, but this might come at any time and silver exchange would probably fall in sympathy therewith.

Exchange on London, January 6, 1919, T.T. shillings 5, pence 1 (5s. 1d.).

Exchange on London, February 25, 1919, T.T. shillings 4, pence 8 (4s. 8d.).

Exchange on New York, January 6, 1919, T.T. \$1.21 gold.

Exchange on New York, February 25, 1919, T.T. \$1.11 gold.

PEACE IN CHINA.

It is gratifying to be able to report that there is at least some hope that China may be able to settle its internal dissensions, and that peace between North and South may soon be effected. It is deplorable to contemplate the condition of affairs which has existed in China during the past three years, for while China could have done so much to help on the allied cause, she really did so little—all on account of the internal disturbances which were permitted to distract the country during almost the whole progress of the war in Europe. What their troubles are all about, outsiders have little comprehension. As pointed out by the chairman of the Hong Kong and Shanghai Banking Corporation at the recent annual meeting of the bank, China has been spending at the rate of \$15,000,000 per month, chiefly borrowed money, and is keeping up a senseless struggle that might easily have been settled many months ago; while the great natural resources of the country remain undeveloped and little or nothing is being done in an industrial way. At last there appears to be some hope of a settlement, and while this is being written, the Chinese Internal Peace Conference is in session in Shanghai. It is to be hoped that the delegates attending the conference may find ways speedily to adjust their differences, and that China may settle down and really take up the development of the country with some show of energy. The rest of the world stands ready and willing to help, but very few of the other nations are desirous of advancing money to China to be spent in perpetuating internal strife and discord.

TRACTORS FOR SOUTH RUSSIA.

(British Board of Trade Journal.)

A cable from one of H.M. consular officers in the Ukraine states that work on the land has commenced in the southern regions of the Ukraine, and there is an opening for the sale of a considerable number of small tractors. Spring sowings in the Ukraine normally cover about 70 per cent of the whole area, but at present, owing to the shortage of seed grain and local disturbances, the sowings this year are not expected to reach this average.

NATIONAL EXPOSITION IN SOUTH AFRICA.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, March 1, 1919.—The Government of South Africa, in co-operation with organized industry throughout the Union, have arranged to hold in Pretoria, in March and April of 1920, a great national exposition of South African products and manufactures.

The secretary and general manager of the exposition is Mr. W. J. Laite, who is so well known in Canada in connection with the South African Manufacturers' Association.

The organization is well under way, and there is no doubt of the success of the exposition, on which not less than \$500,000 will be spent.

Negotiations are also in progress with a view to securing the services of His Royal Highness the Prince of Wales to perform the opening ceremony.

This national South African exposition will be a splendid opportunity for Canadian industry to exhibit its ability to supply the South African market with much of its import requirements, as the only restriction to exhibits of overseas British and Allied manufactures is on such goods as clash with the products of the farms and factories of the Union. In so far as I can judge at the moment, the only Canadian line of manufactured goods which would be refused display would be on windmills.

The committee in charge are most anxious to place space at the disposal of Canadian manufacturers, and all are invited to make application at the earliest moment possible to the Secretary and General Manager, Church Square, Pretoria, South Africa.

A special hall will be erected for housing exhibits of highly specialized machinery. This section will include machinery suitable for use on the farms, plantations, mines and factories of the Union. Machinery which includes labour-saving appliances and machinery designed for the purpose of increasing output and reducing costs of production would be particularly welcome, and would in all probability secure good results, as South Africa is in a sense, only starting in industrial development.

The Canadian engineering plants in a position to supply the mines and other industries, should take advantage of this opportunity to demonstrate to resident engineers and prospective purchasers their ability to supply. In addition, the expert salesman demonstrating would be in a position to make arrangements for future representation and then return to his factory or plant with a first-hand knowledge of the country's requirements in his line and of his actual and prospective purchases.

It will be of interest to Canadian exhibitors to know that overseas exhibits will be in an entirely different block of dwellings than the South African exhibits.

In addition to a special machinery hall, there will be one building devoted to transport and motor tractors of every kind, and as South Africa lends itself to motor traction, this will be a splendid chance to demonstrate and establish a connection.

Provision is also being made for the amusement and entertainment programme. A representative of the committee will be proceeding overseas in a few weeks for the purpose of securing original shows and amusement turns, including water chutes, switchbacks, etc. Amusement companies or individuals interested in this feature should address the secretary and general manager.

Arrangements for accommodation are well under way, and in addition to strong efforts in Pretoria proper, the Union Railway Board are assisting the committee by arranging for a special service of trains between Pretoria and Johannesburg.

Some idea of the system which permeates all the arrangements in connection with the South African National Exposition is shown in their arrangements with the railway management. The Union is to be sectionalized, and excursions will be run from stated centres for specified periods covering the full time of the exposition.

This office will be glad to assist in every way possible for intending exhibitors, but as already stated, for space and permission to exhibit, communications should be addressed direct to the exposition offices at Pretoria.

The thought suggests itself that Canadian firms already represented in South Africa should immediately take up the question of exhibit with their representatives.

There is no question but that the exposition will be national in every way, and one can only repeat that advantage should be taken by Canadian manufacturers of the opportunity which presents itself to exhibit in a market which is anxious and keen to develop trade with Canada.

UNION OF SOUTH AFRICA GOVERNMENT BUDGET.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, February 28, 1919.—The budget for 1920, was presented to Parliament on the 19th instant. The only additional taxes are on spirits, beer, and diamonds. The import customs duty on spirits is increased by 6s. 6d. per proof gallon, bringing the duty up to 30s. The excise increase and export duty on diamonds are shown in the following tables, which give the budget in brief.

1917-1918—	
Audited revenue.. . . .	£19,657,596
“ expenditure.. . . .	18,959,198
Surplus towards debt redemption.. . . .	£698,398
1918-1919—	
Estimated revenue.. . . .	£19,256,000
“ expenditure.. . . .	19,853,824
Estimated deficit.. . . .	£602,824
Actual revenue.. . . .	£21,270,000
“ expenditure.. . . .	21,339,627
Anticipated deficit.. . . .	£69,627
1919-1920—	
Estimated revenue.. . . .	£20,629,180
“ expenditure.. . . .	22,164,180
Estimated deficit.. . . .	£1,535,000

NEW TAXATION.

This the Minister of Finance proposes to meet by the following new taxation proposals:—

Increased duty on imported spirits 6s. 6d. per gallon, estimated to yield.. . . .	£ 120,000
Increased duty on South African spirits of 2s. 6d. per gallon, estimated to yield.. . . .	200,000
Increased duty on beer.. . . .	55,000
“ export tax of 5 per cent on diamonds.. . . .	420,000
Excess profits duty to go to ordinary revenue account.. . . .	600,000
Total new revenue.. . . .	£1,395,000
Deficit carried over.. . . .	140,000
	£1,535,000

The Hon. Mr. Orr, Minister of Finance, made an exhaustive review of industrial and agricultural conditions, also of the Customs and Excise, as well as finance. A few only of the paragraphs covering the Budget speech are submitted:—

“They had been passing through a time when money in abundance had been spent in South Africa, when prices had risen to a point exceeding even the wildest imagin-

tion, both of producers and the middlemen, and certainly of the consumers, with a consequent reaction on wages. Those factors themselves as the war progressed had thrown an increased burden on the State, both in wages and services, and if it was further taken into account that there had been a great deal of additional expenditure on interest charges, pensions and other matters, due to the war, they could not be surprised if the estimates submitted to the House presented a formidable appearance.

"For the current year he was happy to be able to state that while the expenditure had increased, revenue had proved itself equal to the heavy call made upon it, due principally to the buoyancy of the customs.

UNION'S INDUSTRIAL EXPANSION.

Mr. Orr then referred to the industries of the Union. The statistics of production were not available for 1918, therefore no clear comparison could be made for the past year with the highly satisfactory progress of 1917. In the last census of production, it was shown that the gross value of factory production in the Union in 1916-17 was £49,500,000, being £9,000,000 greater than the preceding year. There was every reason for anticipating an increase for 1918, as there had been new industries established and extension of existing industries and a great increase in the value of machinery used and raw material utilized. The highly important question of tariff revision was being investigated by the Advisory Committee of Industries and Science in anticipation of a general revision of Customs tariff which had become imperative. An amalgamation had taken place of the Advisory Board and the Scientific and Technical Committee. The amalgamated body, under the title of the Advisory Board of Industry and Science, was now advising the Government on industrial matters.

MINING INDUSTRY.

He would now like to turn to the great industry, apart from farming, of the country—the mining industry. When he spoke of the mining industry it would be understood that he referred particularly to gold, diamonds and coal, which for the year 1918 accounted for £46,000,000 out of a total of £48,500,000. The gold output for the year was £36,000,000, as compared with £38,500,000 for the year previous, the decrease being due amongst other causes, to the shortage of labour and the influenza epidemic.

As regards the output of diamonds, there was a decrease of over £600,000, due largely to the severe handicap imposed by the influenza. As to the coal, there was a decrease of 467,000 tons, but in value of £19,600 only, owing to the better prices which were being obtained. Copper had fallen from over a million pounds in value in 1917, to £372,000 in the current year, due to the difficulty of obtaining export. The mining industry as a whole gave employment on an average to 32,000 white and 263,000 coloured persons. It would be evident, he thought, from the figures he had given that, notwithstanding the dislocation occasioned by the war, South Africa had been singularly fortunate in being able so well to maintain its position.

NEW ZEALAND NOTES.

TRADE COMMISSIONER W. A. BEDDOE.

The Cost of Living: Shrinkage of the Sovereign.

Auckland, February 19, 1919.—Interesting facts and figures with regard to the increased cost of living are set out below.

The continued shrinkage of the sovereign is shown by the fact that the sovereign, valued at 20s. on the basis of the amount of food purchasable by it on the average of 1909-13, would purchase in the September quarter of 1915, 16s. 7½d. worth only; in the September quarter of 1916, only 15s. 7½d. ; in the September quarter, 1917, only 14s. 7½d. worth; and last September only 13s. 3½d. worth.

Imperial Supplies: Payments made to date.

An examination of the operations of the Department of Imperial Government Supplies shows that up to date the total payments made in respect of the produce shipped or in store have been as follows:—

Frozen meat	£30,942,780
Cheese, 1915-16 season	917,748
“ 1916-17 “	3,295,557
“ 1917-18 “	4,902,873
“ 1918-19 “	2,137,499
Butter, 1917-18 “	2,930,226
“ 1918-19 “	1,595,723
Scheelite	129,273
Wool	29,523,419
Freezing Co's slipe wool	3,308,575
Sheepskins	1,432,507
Hides	718,802
Other business	1,525,236
Grand total	<u>£83,360,218</u>

The quantities shipped and in store are as under—meat shipped, 2,355,979 quarters of beef, 8,107,055 carcasses of mutton, 9,353,663 carcasses of lamb.

Meat in store on January 15, 1919: North Island, 2,685,467; South Island, 1,612,270; total in 60-pound carcasses, 4,297,737.

Cheese shipped to date, 1,769,487 crates.

Cheese in store: North Island, 333,694; South Island, 53,588; total 387,282 crates.

Butter shipped to date, 1,044,107 boxes.

Butter in store: North Island, 316,437; South Island, 26,580; total, 343,017 boxes.

Scheelite, total shipped 637 tons.

Wool, total number of bales valued, 1,293,163; total number paid for, 1,222,365.

Slipe wool: total number of bales valued, 119,036; total number of bales shipped, 68,011; shipped on account of other governments, 9,399.

Sheepskins: number of skins purchased and distributed to fellmongers, 3,668,961.

Hides: number purchased, 370,508; number shipped, 149,442; number sold, 154,167.

New Zealand Finance.

The principal figures relating to the revenue and expenditure of the Dominion up to the 31st December last are as follows:—

	1918.	1917.
Customs	£ 3,635,381	£ 3,350,825
Stamp and death duties	2,111,299	1,693,716
Post and telegraph	2,006,017	1,884,819
Land tax	1,679,981	1,173,280
Income tax	5,702,262	4,491,813
Beer duty	265,671	215,443
Railways	4,831,009	4,534,148
Registration, etc., fees	106,574	99,356
Marine	36,189	38,472
Miscellaneous	1,001,346	702,360
Territorial	202,925	206,788
National endowment	108,824	100,493
Other receipts	70,015	40,058
Total	<u>£21,757,493</u>	<u>£18,531,571</u>

The increase for the year is £3,225,992 or 17 per cent, in which all classes except Marine and Territorial participate, but just over half the increase accrues in land and income tax. Customs duties show a satisfactory increase of £284,556.

New Zealand's Proud War Record.

The following will illustrate what the smallest of the overseas Dominions did towards winning the war. The total number of men who served in any military capacity during the war was 124,211, in the following places:—

Entered Service—	For Egypt and France.	For Samoa.	Total.
1914.	14,431	1,423	15,854
1915.	27,828	385	28,213
1916.	28,043	70	28,113
1917.	24,245	77	24,322
1918.	13,371	124	13,495
Called to camp, 1917. . . . .	.....	.....	1,528
“ “ 1918. . . . .	.....	.....	5,650
			117,175
Called up for home service during war.			7,036
Total forces raised.			124,211

RECRUITING* OFFICE'S TASK.

The total number of men, both fit and unfit, who passed through the recruiting machine by way of voluntary enlistment (84,905) and compulsion (135,184) was 220,089. A considerable number of the home service voluntary recruits, mostly unfit men, having been called up by ballot subsequently, are not included in the voluntary class, so that for the purpose of arriving at the combined total they shall not be counted twice. The total, 220,089 as it stands, even as a minimum is a large one, seeing that when war broke out in 1914 the aggregate male population of military age was 243,376, with an annual increment of 8,000 males attaining military age. The actual position reached in November last was that the Military Service Act only left untouched married men with three children and over, and youths of 19 years of age who had not already voluntarily enlisted, having first to obtain their parents' consent in order to do so.

New Zealand actually mobilized in camp for service in the Expeditionary Force overseas 124,211 men, being 11.4 per cent of her total population, men, women and children, or, in other words, a little more than one-ninth. Of the men of military age, 19 to 45 years, she sent into camp nearly 51 per cent, or more than half. The total number actually sent abroad on active service was 100,444, being 9.3 per cent of the total population, and nearly 42 per cent of the total males of military age. This is specially impressive, as being three and a third times the number of British at Waterloo.

Of the total mobilized for foreign service no less than 91,941 were voluntary recruits, while 32,270 were sent into camp under the Military Service Act. Thus 74 per cent of the men mobilized were volunteers. These voluntary recruits included 7,036 home service men, so that the total number of volunteers recruited for the Expeditionary Force was 84,905. The total number put through the recruiting machine by way of voluntary enlistment and compulsion was 220,089, out of an aggregate male population of military age in August, 1914, of 243,376, with an annual increment of 8,000 males attaining military age.

The number of reinforcements immediately available in England, France and Egypt when the armistice was signed was just on 5,000, while in New Zealand 9,924 were in training in the Expeditionary Force camps and 6,832 balloted were still under orders to proceed to camp for service overseas. In addition New Zealand, on Armistice Day, had 24,999 territorials and 28,831 senior cadets training for home defence and feeding the Expeditionary Force as they attained military age.

STRENGTH OF EXPEDITIONARY FORCE.

The strength of the Expeditionary Force in the field, excluding Samoa on different dates, was: December, 1914, main body, 8,761; December, 1915, end of Gallipoli campaign, 14,338; February, 1916, when the division was formed, 21,809; March, 1917, when the Fourth Infantry Brigade was formed, 28,000; November 11, 1918, when the armistice was signed, 24,000. During the last year of the war the division was the strongest on the Western front.

The numbers of troops despatched are summarized as under: Main New Zealand Expeditionary Force, 92,860; Samoan Force, 2,079; Maori Force, 2,688; Engineer Tunnelling Company, 905; wireless troop, 178; Imperial reservists, 211; naval ranks and ratings, 349; New Zealand contingent raised in United Kingdom, 240; Royal Flying Corps, 192; Naval Auxiliary Patrol, 190; postal and audit officials, 2; New Zealand Army Nursing Service, 550. Total, 100,444.

A further table shows that the number of men known to have left New Zealand and enlisted in British and Australian forces during the war was 3,370. Of these 1,279 enlisted in British forces and 2,091 in Australian forces. In addition, a number are said to have joined the Canadian and South African forces, but no authentic information is to hand as to the exact numbers.

WASTAGE OF MEN EMBARKED.

The total wastage of the 100,444 men embarked was 41,435, made up as follows:—

Dead	16,302
Missing	84
Prisoners	356
Returned and discharged in New Zealand	20,721
In New Zealand, returned and not discharged	3,294
Discharged in the United Kingdom	678

The total wastage of men from all causes in New Zealand camps was 13,843. This included died in camp 507, and 575 deserters.

The deaths in New Zealand camps included 290 during 1918, of which 268 were due to the epidemic.

CASUALTIES IN THE FIELD.

A table showing the New Zealand casualties in the field, month by month, shows that New Zealand suffered approximately the following losses in dead, missing, prisoners, and wounded in the various big battles. Landing at Anzac and subsequent battles, April-May, 1915, 2,800; August offensive, 1915, Gallipoli, 400; battle of the Somme, September, 1916, 8,000; battle of Passchendaele, October, 1917, 7,500; battle of Messines, June, 1917, 6,500; German offensive, March-May, 1918, 5,000; British offensive, August-November, 1918, 9,000.

DISTRIBUTION AT ARMISTICE.

When the armistice was signed, the distribution of the Expeditionary Force was as follows:—

On the Water—	
Reinforcement drafts	1,052
Two hospital ships	205
Returning to New Zealand	2,056
In France—	
Strength in field (Div. and T. Co.)	18,293
Reinforcements in France	852
Other New Zealand Units	2,625
In hospital	1,632
Convalescents	713

DISTRIBUTION AT ARMISTICE.—*Continued.*

In England—	
Reinforcements available.. . . .	8,765
Command Depot, Conford.. . . .	2,761
Convalescent Hospital, Hornchurch.. . . .	5,087
Other hospitals in United Kingdom.. . . .	6,197
Headquarters, London, etc..	657
Total.. . . .	50,895
In Egypt—	
Strength of brigade.. . . .	1,941
Strength of other units.. . . .	393
Reinforcements available.. . . .	219
On lines of communication.. . . .	134
In hospital.. . . .	1,054
Convalescents.. . . .	800
Total.. . . .	4,541
Grand total.. . . .	55,436

REINFORCEMENTS LEFT AVAILABLE.

Of this total the New Zealand division on November 12, 1918, thus had immediately available as reinforcements 852 men in France and apparently 8,765 in England. The latter, however, included 4,989 officers and men, made up of camp staffs, temporarily unfit men, and fresh arrivals, so that the reinforcements instantly available in England only totalled 3,776. This placed the division in the position of being able to call on 4,628 men at once on Armistice Day as reinforcements, while the Mounted Brigade in Palestine had 219 men available for drafts. Men available as reinforcements were also being continually discharged from hospital. Thus when the enemy sued for the cessation of hostilities, the New Zealand army abroad was still in a very strong position. In addition, there were 9,924 troops in training in the New Zealand camps for service overseas, and 6,732 men under final orders to proceed to camp.

FISCAL AND TRADE NOTES FROM CHILE.

(Contributed by George Mallett.)

Chilian Mission Abroad.

Valparaiso, March 18, 1919.—An important Financial-Commercial Mission has just left Valparaiso en route for the United States and Europe via Panama, under the presidency of the well-known Chilean statesman, Don Elidoro Yañez. The other members of the mission are Señor Augusto Villanueva, managing-director of the Bank of Chile, and a distinguished politician, Don Juan Enrique Tocornal.

The under-secretary of the Chilian Legation in Washington, Don Luis Fidel Yañez, will occupy the post of secretary to the mission, and Don Raimundo Ortuzar will act as attaché.

From the United States the mission will proceed to France, where it will be joined by the Chilian Consul-General in Paris, Don Manuel Amunátegui Solar; Don Carlos Silva Vildosola, whose journalistic fame and persistent energy in championing the cause of the Allies has reached the far corners of the earth; and Don Alejandro Alvarez, a distinguished professor of international law and legal adviser to the Ministry for Foreign Affairs.

At the eleventh hour the Minister for Foreign Affairs authorized the addition to the party of Senores Alvarez Yañez Bianchi, Clement Victuña C., and Enrique Bunster.

Previous to their departure the party were entertained at a banquet by the United States Ambassador, Mr. Joseph H. Shea, at the American Legation at Santiago.

The mission will visit England, to return the compliment of the visit to Chile of Sir Maurice de Bunsen; and also Belgium, Holland, Italy, and Spain.

United States Scientific Mission to South America.

A deputation from the International Sanitary Board of the Rockefeller Foundation, composed of Messrs. Richard M. Pearce and John H. Austin, recently arrived from the north, and are continuing their journey next week to Uruguay in accordance with instructions received from headquarters.

A considerable amount of work has been done in the tropical districts of the Central and South American Republics, in the endeavour to root out the terrible scourges of yellow and malarial fevers.

The visitors are specially interested in the present epidemic of *Typhus Exantematico*, which is still raging in Santiago, but they express the opinion that when the measures at present being planned are completed it will be possible to stamp out the epidemic.

Industrial Crisis.

Owing to the stoppage in the purchase of nitrate by the Allies, the Government are stopping all public works included in the estimates except a very few urgent ones which are nearing completion.

Many nitrate oficinas are closing down, and several thousands of workmen have been brought south to help with the harvest, which is now drawing to a close.

The copper mining institutions are still reducing staffs to the number of several thousands. This naturally recoils upon all business. Added to this the extraordinarily high cost of living is making the position felt rather acutely. Though the industrial slump is generally considered as temporary, it is certainly acute.

Rentable property is almost unattainable, either residential or commercial. The owners of several large blocks are adding additional stories to their premises, which are let as soon as projected. Many established firms who have not already purchased their premises are hurrying up to do so before it is too late. Several blocks which hung fire four years ago have recently been sold at figures amounting to from 40 to 50 per cent increase in the original prices.

New Transandine Railway.

There is a hard fight going on between the owners of vested and prospective interests in the neighbourhood of the projected routes of the next Transandine railway.

While a party of Government engineers are busy surveying the Lonquimay route, which is designed to open up important international intercourse between the Atlantic port of Bahia Blanca and the Pacific port of Lebu, running through the heart of the Chilean coal mining zone, a determined attempt is being made to counterattract public attention to the Nuble route, which runs through San Carlos and San Fabian.

Further Foreign Enterprise.

A Japanese deputation recently arrived in Chile on a prospecting tour, representing the powerful Kurokawa Mining Company. They are reported to be at present making investigations of the mineral deposits of Cabildo.

A deputation from the American International Corporation has been visiting Santiago, and is applying to the Minister of Industry for facilities to undertake a tour of investigation into Chile's commercial and industrial development.

This is reported to be a new corporation established expressly for the purpose of developing United States trade with South America on an extensive scale.

THE PORT OF ROTTERDAM.

ACTING CANADIAN TRADE COMMISSIONER PH. GELEERT.

Rotterdam, March 7, 1919.—Before the war Rotterdam was one of the three leading continental ports. It maintained a slight lead over Antwerp and gradually approached Hamburg as regards shipping. Rotterdam carried on a vast shipping business with the entire world, and was a very important port of transshipment for northwest Europe. The largest portion of the goods, principally grains, ores, wood, colonial products (Dutch East Indies), fruits, oils, fats, etc., imported into this port was transhipped and sold for consumption in Germany, Switzerland, Scandinavia, etc.

During the war the transit trade came to an absolute standstill and shipping was reduced to a minimum, as will be seen from the following figures showing the total number of vessels and their tonnage which arrived at this port during each year from 1913 to 1918, inclusive:—

1913..	10,203	sea-going vessels,	12,785,861	tons net.
1914..	7,303	"	"	9,188,615
1915..	3,644	"	"	4,153,682
1916..	2,979	"	"	3,191,830
1917..	1,374	"	"	1,298,304
1918..	1,048	"	"	1,215,229

The total number of seagoing vessels owned at Rotterdam on the 1st of January, 1918, was 282, tonnage, 383,218.

Although after the cessation of hostilities a revival of shipping and foreign trade has been noticed, business is still hampered by the restriction of exports and imports in foreign countries, the prohibition of exports from this country and other government measures affecting trade and shipping. Whether Rotterdam will regain its pre-war proud position, it is impossible to say; this entirely depends on the conditions in Europe, after the signing of the peace treaty. However, when the world trade returns to normal conditions, Rotterdam will no doubt get a proper share of it, owing to its exceptionally favourable geographical situation, its up-to-date and admirable harbour equipment and accommodation, and its enterprising harbour authorities and business men.

The illustration on the title page shows the "Rijnhaven," or Rhine harbour, with a water area of 360,000 square yards, constructed 1887-1893.

THE IMMIGRANT POPULATION OF ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

The population of the Republic has remained almost stationary for several years, and there has been no "swallow" immigration since 1914. "Swallow" immigration is the term officially applied to a large class of Spanish and Italian agricultural labourers which arrives here for harvesting operations and returns home immediately afterwards, sometimes to work on the domestic harvest but more frequently to live idly on the wages earned in Argentina, the cost of living in their home countries being comparatively, very cheap. In many quarters it has been persistently forecasted that so soon as hostilities should have ceased in Europe, a large number of workers, tired of wars and rumours of wars, would leave their homes to settle in North and South America. Whether or not this will prove to be the case cannot yet be known, but in so far as Argentina is concerned, the numbers of workers of the immigrant class who are preparing to return to Europe is surprisingly large. First, second and third-class passage rates on all lines of steamers have been advanced, in some cases nearly 100 per cent, and the passenger accommodation of the several lines is fully booked for several months ahead.

TRANSPACIFIC SHIPPING AND FREIGHTS.

TRADE COMMISSIONER J. W. ROSS.

The transpacific shipping situation has been considerably relieved within the past few weeks. The small fleet of the Canadian Pacific Railway Ocean Services are again all back upon their old route and have begun to sail upon schedule. These ships were greatly missed by the travelling public and shippers, and it is sincerely to be hoped that nothing will again arise that will necessitate their removal from their accustomed service. First-class shipping facilities to Canadian Pacific Coast ports is little enough at the best of times; but with the *Empress* ships out of commission there is not much left. Many rumours of expansion of shipping on the Pacific are in circulation in the Far East. The Pacific mail will materially increase their fleet. The Robert Dollar Company is also to put upon this service a number of other steamers in addition to the present considerable fleet. The Cunard Line are also said to have certain plans for placing ships in the transpacific service, and a Chinese company is mooted to take over and run the German and Austrian ships which were interned at Shanghai at the beginning of the war. In the meantime ocean freights have been much reduced and can now be said to be fairly reasonable, and space is not difficult to obtain. The Trans-Pacific Freight Bureau, composed of the leading lines of steamships, announces the following freight tariff to be effective from February 17, 1919, from Shanghai to Victoria, Vancouver, Seattle, Tacoma, and San Francisco:—

Commodity—	Rates in Gold \$	
	per 2,000 lb.	per 40 cu. ft.
Antimony.. . . .	20 00	—
Bristles.. . . .	.....	45 00
Cylinders, returned empty (carried on deck at shipper's risk).....	.....	10 00
Eggs and egg products (in cases).....	.....	20 00
Egg products (in barrels).....	.....	30 00
Ores—Manganese, molybdenum and tungsten..	35 00	—
" Wolfram.....	25 00	—
Pig-iron.....	25 00	—
Pongee silk.. . . .	.....	40 00 plus
		1% ad valorem.
Silk goods.. . . .	.....	40 00 plus
		1% ad valorem.
Silk, raw or wild (in bales).....	7 50 per 100 lb.	—
Tea.....	.....	20 00
Tin.....	25 00	—
Treasure, including bullion and specie—		
Gold, under G. \$10,000.....	1% ad valorem.	—
G. \$10,000 and under G. \$100,000..	1% "	—
G. \$100,000 and over..	1% "	—
Silver, under G. \$10,000.....	1% "	—
G. \$10,000 and under G. \$100,000..	1% "	—
G. \$100,000 and under G. \$200,000..	1% "	—
G. \$200,000 and over.....	3/16% "	—
Valuable cargo including all commodities not otherwise specified of a value over G. \$1,000 per 40 cu. ft. or 2,000 pounds.. . . .	40 00 plus 1% ad valorem.	40 00 plus 1% ad valorem.
Walnuts in shells (in cases).....	.....	20 00
" shelled (in bags).....	60 00	—
Cargo not otherwise specified.....	20 00	20 00
" " (carried on deck at shipper's risk).....	10 00	10 00

ECONOMIC CONDITION OF THE CHINESE PEOPLE.

TRADE COMMISSIONER J. W. ROSS, SHANGHAI.

While China is a land of vast area and resources, with an enormous population the consumption of foreign goods does not depend so much upon the desire of the people for many articles, as in their ability to pay for them. The purchasing power of the Chinese people is probably lower per capita than that of any other civilized nation. It is therefore necessary that their whole economic condition must be improved if the trade of the country is to greatly expand. It is all very well to say that China has vast resources; but resources are of little value if nothing is made of them. The great bulk of the Chinese people live off the soil, and all of their exports to foreign countries are in natural products—tea, silk, beans, seeds, hides, skins and furs—yet agriculture is conducted in the most primitive manner. New seeds are never introduced, and machinery not at all employed. The cotton seed annually sown has so deteriorated that it only produces about half a crop of cotton, having fibres so short that it has a very limited sale abroad. It is not that the land is overpopulated so much as it is underproductive, due to faulty methods of cultivation. Nevertheless, too many people are trying to live off the soil for the reason that there is no other employment for their labour. Millions of the inhabitants should find employment in working the mines now undeveloped, and other millions should obtain their living through various industrial occupations badly needed throughout the Republic.

Primarily the most pressing needs of China are:—

(1) A great extension of railway lines to enable far distant and now inaccessible provinces to convey their products to the markets of the seaboard.

(2) Government support and instruction in agriculture. This is of prime necessity. In particular the tea, silk and cotton industries all require special attention; and in respect to the former, unless some means are employed to improve the methods of cultivation and curing of tea, the industry is threatened with total extinction.

(3) The extensive mineral wealth of the country needs to be developed, and this cannot be done without the assistance of foreign methods and foreign money.

(4) The establishment of industrial enterprises of every conceivable kind. This is probably the most difficult of all the problems, but without such industries China cannot hope to advance very far, or the conditions of the people to greatly improve.

In order to bring this about encouragement will need to be given to foreign capitalists to induce them to make investments in industrial enterprises in the country. The present existing anomalous and absurd export duty and inland transit tax as well as duty upon raw material will need to be removed, and the country generally reorganized on common-sense and business-like lines, instead of the haphazard manner in which it is being run at the present time.

INDUSTRIAL ENTERPRISES.

If China is to advance at all it must be along industrial lines in order that the pressure upon the soil may be relieved. It has frequently been stated that the Chinese are inefficient, but this statement is not literally true. Their mistakes in the management of industrial enterprises are not those of inefficiency so much as want of knowledge. Practically none of the people have ever had any instruction in technical knowledge, and extremely few of those who go abroad to acquire this form of education ever make any practical use of what they have learned upon their return.

Any knowledge which the Chinese have obtained in engineering and in technical methods, excepting railway engineering, has been derived from working in mills and factories conducted under European management, and most of this has been merely picked up and has little or no scientific comprehension at the back of it. The Chinese

are admirable in their management of small affairs, but in the conduct of large enterprises they are completely at sea. They have not the genius for organization and leave too much to badly paid assistants. They do not understand how to eliminate waste, or how to utilize by-products. Their industries are nearly always under-capitalized, and so advantage cannot be taken of purchasing raw materials when markets are favourable. The above must only be taken as applying in a general way. There are some occasional apparently successful industries, but they are so few as to be exceptions.

Spread over the central parts of China in almost every large town are to be seen large factories which are either completely closed down, or when running at all only work a few months in each year. In one place it will be a cotton mill; in another a silk filature; in another a brick works or glass factory, or a paper mill. The history of nearly all their failures is as follows: A company is formed with either insufficient capital or a building is erected far too large for the requirements of the business. The industry is frequently established in a district where sufficient raw material is not always available. Consequently the works are idle many months of the year. No provision is made in the prosperous years for depreciation of buildings and machinery. Capital is diverted from one industry to maintain some other of a different nature. This is not an exaggerated picture but is common knowledge of all who have resided in China for any length of time. This state of affairs is entirely due to lack of knowledge of industrial methods and the economies of modern business.

CUSTOMS TARIFF.

The Chinese customs tariff, which has been fixed by treaty with the various powers, is a 5 per cent *ad valorem* duty only, which is applied to imports and exports alike. The port of Shanghai is the chief point of entry of all foreign goods imported into China.

In addition to the import and export tariff duties, there is a wharfage dues surcharge of 2 per cent of the duty paid, the amount thus received being divided between the International and French Municipal Councils and the local Chinese officials by an arrangement made in 1899. This is purely a municipal tax, and as a measure of convenience is collected by the customs at the time the duty is paid.

In addition, there is a conservancy tax of 3 per cent of the duty paid, which is also collected in the same manner—and for the same reason—by the customs and remitted to the conservancy board of river improvement at the port of Shanghai.

The Chinese customs tariff is grotesque inasmuch as it penalizes China's overseas trade to the extent of 5 per cent *ad valorem* on all exports. China maintains a most efficient and well-organized customs service of highly-paid foreign officials, whose whole time is spent in collecting a 5 per cent *ad valorem* duty. The same organization could collect a duty of 10, 15 or 20 per cent at the same expense. A large sum of money is urgently needed for harbour improvements at Shanghai, and the question has been asked: Where is the money to come from? What difficulty would there be in increasing the present small duty to 8 or 9 or even 10 per cent and thus obtain the funds necessary? The increase would never be felt. Another peculiarity of the Chinese customs is a condition that probably does not exist in any other country. It is the tax on their own goods from one port to another within the country. Once a foreign-made article has been entered at a treaty port and the duty paid, it is free to be sent to any other treaty port without the payment of further dues; but a bale of Chinese cotton cloth manufactured in Shanghai, or any other article, if sent to Hankow, another port, must pay just as much duty as was paid by the imported article. In the matter of dues and duties there is no protection whatever or even encouragement given their manufacturers by the Chinese Government.

WEIGHTS AND MEASURES.

Weight—Weights are expressed in piculs, catties and taels:—

One picul	= 133 $\frac{1}{2}$ lb. average = 60.453 kilogrammes.
	= 1 $\frac{1}{2}$ cwt. English.
	= 1 $\frac{1}{2}$ " American.
16.8 piculs	= 1 long ton
15.0 " "	= 1 short ton.
16.54 " "	= 1 metric ton.
One catty	= 1 $\frac{1}{2}$ lb. average = 604.53 grammes.
One tael	= 1 $\frac{1}{2}$ oz. average = 583.3 grains.
	= 37.783 grammes.

THE FUTURE OF THE PACIFIC.

To one who has given the subject thought it should be evident that the trade of everything north of the Philippines must more and more go to the Pacific, to Japan, the United States, and to Canada as the years go on. Many reasons point to the conclusion that the great trade development of the near future will take place in Asia. Europe for a certain number of years must demand the attention of other nations until the losses and ravages of the war shall be repaired; but this of itself in point of time will not occupy many years, and when the reconstruction period shall have passed, several of the nations which for the present are unable to supply even their own demands, will eventually become exporters themselves as they were before the war. The demand for manufactured goods by European countries, such as France, Belgium, and Italy, will therefore within a comparatively short time be limited to those articles which they cannot produce themselves. Raw materials will of course be required which will be turned into manufactured goods to be exported abroad. The conditions which maintain in most Asiatic countries are entirely different from those which exist in Europe. With the exception of Japan none of these Eastern countries have yet attained to any industrial activity, and are not likely to for many years to come; and even should they reach to any proficiency in industrial methods, all the apparatus and machinery which will be required to produce this result must be supplied by other countries, and in the interval the growing needs of these populous nations must also be obtained from the same sources.

The following extracts taken from an article in the *London Statist* is a confirmation of the views herein expressed:—

"Events at present are rapidly tending towards a complete diversion of the principal trade of the world from the Atlantic to the Pacific. In ancient times it is hardly too much to say that the Mediterranean was the centre of all international trade, and it continued so until the discovery of the route round the cape and of America. Since then the Atlantic has been the centre of the world's trade, and those who attained superiority in the Atlantic also attained it elsewhere. Comparatively few centuries have passed since the Mediterranean lost its supremacy; and yet we venture to think that the supremacy of the Atlantic is rapidly passing away, and before very long will be acquired by the Pacific. On the east the Pacific ocean washes the western coast of the United States. It also washes the western shore of Canada, which is about the same size as the United States, and manifestly has a brilliant future before it. The population of the United States alone already exceeds 100,000,000, and unless something altogether unexpected happens that population will double in two or three generations.

"Now let us cross the Pacific and see what is to be found on its Asiatic border. Firstly, we have the extreme eastern portion of what used to be, until the other day, the Russian Empire. At the moment it is a kind of No Man's Land. Of course, it will be snatched from its present state of dissolution and will again assume a most important place in the world's trade. It is rich in every kind of product. And it is destined to carry on a large trade across the Pacific. Then, skirting the Asiatic continent, lies that long series of islands which was the birthplace of Japan, but which

Japan has now outgrown and to which she has added a considerable domain in China and Korea. Further south is the vast republic of China. There is a confusing disagreement of authorities as to the actual population of China, some putting it as low as 250 millions, while others put it as high as 430 millions. The truth probably lies somewhere between those two extremes. But take the actual population at any figure you like, from 250 to 430 millions, it is an immense aggregate of human beings, who are easily governed, exceedingly industrious, and well skilled in the art of the merchant, China is one of the greatest communities in the whole world. And she needs only a competent leader to play a most important part."

The returns of trade of the different United States Pacific ports is a further evidence of the growing importance of transpacific commerce. For the nine months ending with March, 1918, the aggregate imports of the different ports were more than double the figures for the corresponding months of the previous year. The figures were, 1917-18, \$466,000,000, as against those for 1916-17, \$223,000,000. That this is not entirely due to U-boat activities in the Atlantic is proven by the fact that this increase in transpacific trade had been observed previous to the beginning of the war, and was probably due to the extension of shipping lines to the various Eastern countries—China, Japan, Singapore, the Philippines, the Dutch Indies, Java, and British India—and the increasing demand on the American continent for the numerous raw products peculiar to those countries—rubber, tin, tea, hemp, silk, antimony, vegetable oils, hides and skins, wool, etc.

The Pacific Coast ports of the United States and Canada are in direct communication by many lines of steamers with all the ports of the Far East, and in point of distance the Canadian ports of Prince Rupert, Victoria and Vancouver occupy a very favourable position. Prince Rupert and Victoria are nearer to Shanghai by a number of sailing miles than any of the United States' ports, while Vancouver has an advantage in distance over every United States port excepting Seattle. The following table will show the distance from each port to Shanghai, by way of Yokohama and the Inland sea of Japan:—

	Miles.
Prince Rupert to Yokohama.....	3,815
Victoria to Yokohama.....	4,200
Vancouver to Yokohama.....	4,280
San Francisco to Yokohama.....	4,521
Tacoma to Yokohama.....	4,281
Seattle to Yokohama.....	4,259
Yokohama to Shanghai, via Inland Sea.....	1,140

TRADE OPPORTUNITIES IN CHINA.

Enough has been said to show the importance of China as a market for foreign manufactured goods. It is not so much the value of the trade to-day as the value that it must attain to with the coming years. If China is not advancing rapidly along new and modern ways, she is certainly not going back. There is evidence on every hand to show that advancement is being made, and the probabilities are that the progress from this time forward will be much more rapid than ever before; the present is therefore a most fitting time for those countries that are interested in the development of an overseas commerce, to make a study of this market and to familiarize themselves intimately with the country itself, its trade, resources, and people. In particular the actual position of China on the map and its relationship to other countries adjoining should be thoroughly understood. The location of the chief towns as far as they are concerned in foreign trade, and the different rail and river routes, should be studied and made familiar; the products of the country and what China has to sell as well as what it buys, should be known; for all such matters are of importance. A thorough knowledge of shipping routes, and shipping agents, and steamship lines, freight rates and tonnage, bills of lading, and insurance, are matters with which every shipper should be familiar, and terms of sale f.o.b. or c.i.f. accurately understood. The more

one knows of a country the easier it will be to do business with that country, but this knowledge cannot be obtained without some thought and study.

It is generally regarded that China presents the greatest undeveloped overseas market for foreign goods that exists anywhere. No one who has made a study of the question has any doubts upon the subject. It is inconceivable that 400,000,000 people inhabiting one of the most productive portions of the world can for ever fail to be influenced by the activities of other countries and peoples. As it is, even during the period of the war with many factors operating to prevent expansion, the foreign trade of China has yearly increased, reaching a maximum last year of over \$1,000,000,000 gold, of which imports amounted to \$597,000,000 and exports to \$462,000,000. This is no inconsiderable volume of business, yet it only represents a per capita trade of about \$2.50 per annum or an import per capita of less than \$1.50. Expansion and increase may perhaps be slower than in many other countries, for many factors are concerned in the problem; and undoubtedly the purchasing power of the mass of the people is lower than in almost any other country, but this must improve with time. The country is not over populated, but its methods of production are primitive and insufficient, and as before stated, transportation facilities are urgently needed, but in a measure this has been provided for, and will eventually be established. In order to carry out this, foreign material will be required, which Canada is in an excellent position to furnish in part.

SOME POINTS UPON OVERSEAS TRADE.

Overseas trade differs in many respects from home trade, yet in other respects it is much the same.

Very few Canadian wholesale houses attempt to do business at home by correspondence only, therefore why should they expect to do an overseas trade with foreign countries by methods which are found to be unsuccessful at home? It is unfortunate that business houses in China, with few exceptions, make little attempt to push the sales of any of the articles for which they are agents. They take on an agency for almost everything, but make little effort to push trade in the interior. There are some firms that employ travelling salesmen who make periodical visits to other ports, but their number is not great, and consist mostly of the representatives of drugs, soap, chemicals and dyes, biscuits, hardware and sundries. The cigarette establishments and the kerosene oil companies have their own resident managers and salesmen in all parts of the country. Nearly all advertising of special lines and proprietary articles must be done by home manufacturers. Personal representation then in many lines of special manufacture and new products is the means most likely to meet with success in establishing a connection in the China market. All manufacturers of such lines as building hardware, roofing, paints and oils, special machinery, gasoline engines, electrical supplies, enamelled ware and similar products, if desirous of or seriously wishing to develop an overseas trade should, if possible, send their personal representative over the ground at least once. It is quite impossible for any one to judge intelligently of China or the China market without having seen and investigated both for himself. The same also applies to the markets of Japan, the Philippines, the Straits Settlements and India.

The representative should not be too young, and should have an intimate knowledge of the business which he represents. If possible a principal or some member of the firm should be the first to visit the overseas markets. The firm would thus acquire a personal knowledge of the country and its trade conditions; they would also be able to form business connections and to establish agencies, which would be of value for future operations. In the machinery and engineering trades any representative sent abroad should have technical knowledge of the lines which he represents, and be able to talk with a clear understanding of his subject, for he must meet engineers and practical men, and be in a position to answer their inquiries and to meet their criticisms. A good and workable plan might be for several manufacturers of lines of

goods not in competition to club together in sending a salesman through the different Far Eastern markets; this would greatly lessen the expense to each, and if the man was equally alive to the interest of all this arrangement as an initial experiment should be satisfactory.

A more or less constant demand exists in China for such articles as cotton and woollen textiles, cotton yarn, berlin wool, hosiery, underwear, metals, tinned plates, galvanized sheets, corrugated iron, iron and steel bars, angles and plates, ships' plates, bolts, nuts and rivets, wire nails, general hardware, paints and paint oils, white lead, wire-gauze and netting, wire cables, brushes, kitchen utensils, enamelled ware, cutlery, leather, paper of all kinds but chiefly news print, iron beds, sewing machines, rubber goods, druggists' sundries, medicines, caustic soda and other chemicals, soap, perfumery, machinery, asbestos packing, steel tubing, cocks and valves, plumbing material, railway material, locomotives, railway coaches and trucks, motor cars, electrical material and fittings, window glass, roofing material, timber, doors, barrel staves and headings, tea boxes, provisions, condensed milk, biscuits, confectionery, tinned fruits and vegetables, fresh fruits in season, butter and cheese, jewellery, watches, and fancy goods and novelties.

VALUE OF TRADE MARK.

Before closing this review it is well to point out the great value of a trade mark for all special articles to be sold in the China markets. Such marks are familiarly known among the Chinese as Chops, and several lines of goods—notably cotton cloth of certain counts—have been sold under a special chop for the past fifty years or more. In handling a new brand of tinned milk, the importing firm in introducing the brand to his trade must do a certain amount of advertising, but he is not willing to do this, nor to be put to the expense of establishing the brand unless he can be certain that he can obtain the identical same milk and the same brand for all time. If the article is sound the brand acquires an added value year after year, and the goods are always in demand, and can be sold on the established reputation of the name. This particularly applies to tinned milk, tinned vegetables, fruits, and jams, and other products, to pickles, sauces, condiments, and biscuits, to white lead and paints, tinned plates and galvanized sheets, and many other lines of goods which are familiar to the different trades. The Chinese buyer cannot read English names, but he can understand and recognize a picture or other trade mark when he sees it.

CHINESE STUDENTS.

It is generally recognized that the more two countries know of each other the more easy it is for those countries to carry on commercial and other transactions among themselves. The United States is better known in China than any other country; in fact the United States is known and better understood by more Chinese in this country than China is by Americans in the United States. The principal reason for this is the number of young Chinese who have been educated, and consequently have resided in the United States for several years, and then returned to China to apply the knowledge which they have acquired. There are at the present time about 3,000 Chinese students attending different colleges and universities in the United States, and others are departing periodically to join those already there, while others, their education being completed, are constantly returning. A visitor to Peking or Shanghai—but principally the former—cannot fail but be struck by the number of young English-speaking Chinese to be met with there who have been educated in the United States. These young men are employed in Government service or in the different Chinese schools and colleges, or in railway, engineering, and other occupations.

It should not call for much intelligence to understand the extraordinary value of the residence of this number of young Chinese in a foreign country, for a certain number of years, at an age when their receptive faculties are the most active; and

their eventual return to their own country. The great majority of these young people come back, their minds filled with the knowledge which they have obtained and the observations they have made upon American institutions; those of them who have taken an engineering, a mining or an agricultural course, naturally first think of American methods, American equipment, and American material, when putting their knowledge into practice in their own country. The knowledge which they also acquire of the American people, their social and industrial life—distances, travel, etc.—is never forgotten, and must be a wonderful asset in the promotion of trade and commerce between the two countries.

THE DEMAND FOR LEATHER IN MANCHESTER DISTRICT.

TRADE COMMISSIONER J. E. RAY.

Manchester, April 1, 1919.—Views on the present and future conditions of the leather market in Manchester and district are characterized by the same uncertainty that exists in practically all other industries. All are unanimous regarding the present shortage, and the majority anticipate a big demand in the future. The uncertainty is associated with the future trend of prices. About twenty of the largest importers have been communicated with, and while some are inclined to buy, anticipating either an advance in price, or at any rate a steady market, others are prevented from buying by an inward conviction that a "slump" must inevitably take place.

One firm writes: "Naturally, for the present we are going slowly, but we are of opinion that, as soon as peace is signed, and provided political conditions do not get worse, but show signs of mending, great activity in business must prevail. Stocks of all the leathers we have named (chrome box calf and sides, chrome patent leather and chrome glaze kids), are exceedingly short, and there will be a very large market in this country for such goods for a long period."

Another firm writes: "We do not feel nervous about importing leather. On the contrary we are very desirous of purchasing largely at the soonest possible moment, because the world's demand for leather is going to be great. We may tell you that the restrictions on the import of offals from the States have just been removed, and that we think our competitors have cabled for large supplies. Of course, prices in the States for offal to-day are much lower than the prices ruling here, and we can afford to import, although the exchange is against us. We do not know what prices are ruling in Canada for offal, but if the same thing applies, shipments can be made to this side in large quantities."

A third firm writes: "There is a great chance for manufacturers of the leathers enumerated above (chrome box calf, veals, sides and willow calf), as the Germans had the greater part of this trade entirely in their hands prior to the war."

A fourth firm writes: "Our opinion of trade in the near future is that immediately peace is signed there will be a slump for a considerable period, and at the present moment there is a great tendency of a falling off in the leather trade."

The above letters illustrate the diversity of opinion existing, and show how difficult it is to sum up present conditions, and how much more difficult it is to predict with certainty the form the market will assume in the future.

The names and addresses of six large firms open to import leather have been despatched to Ottawa to-day, and may be obtained from the Commercial Intelligence Department, Department of Trade and Commerce.

The following paragraphs on the foregoing subject are taken from the current issue of *The Times Trade Supplement*:—

"One effect of the free importation of colonial leathers (Australasian and Canadian), and now of American, referred to last week, is the anticipation of a steady—

if not declining—tendency of values. It should, however, be noted that the demand on Government account for good shoulders and bellies will continue to be important; also that the bulk of the imported offals will not compete seriously with the English, by reason of the inferior quality of the former. Further, the fall in exchange will have a deterring influence on new speculative purchases. Finally, there is the strong probability that with the free import of offal, etc., the export of English will be speedily sanctioned, thus preventing undue accumulations, and so stabilize values. The upper leather position has certainly improved now that the first shipments of the State purchase of American leathers are on the eve of distribution. In view of the fact that buyers are promised the full benefit of the favourable terms upon which the goods were bought, they are not inclined to pay the tall prices recently demanded for high-grade lines. Commoner grades of upper leathers are more plentiful. Sole leather has been in good demand in the light weights, but the supply has not been always available. Best 14- to 16-pound and second 14- to 16-pound have been released, the former for civilian trade, and the latter are offered under certificate. Insoleing leathers of all kinds have been badly wanted, and the small supplies have commanded very full prices.

"Manufacturers of boots and shoes in all centres have continued quite busy, either on 'war-time' or civilian work. With the arrival of American offal, there is good ground for anticipating some relief in the present high prices of English shoulders and bellies of low category. The boot manufacturer will need all the advantage he can secure. Given relief from serious labour troubles and full facilities for exploiting the export trade, producers of English footwear should be well able to hold their own in the matter of selling prices."

THE PRODUCTION OF FLAX IN IRELAND.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

Glasgow, March 28, 1919.—A report of the Irish Department of Agriculture, just issued, gives the following statistics of flax production during 1918:—

"The estimated average yield per statute acre of the flax crop in Ireland in 1918 was 17.5 stones, as compared with 22.8 stones in 1917 and 25.4 stones in 1916. The average annual production during the ten years 1908-17 was 29.0 stones. The extent in 1918 amounted to 143,355 acres, as against 107,705 acres in 1917 and 91,454 acres in 1916. The total produce of the crop for 1918 is estimated at 15,703 tons, as against 15,362 tons in 1917, and 14,492 tons in 1916.

"The abnormally low yield in 1918 was due to several causes. The early sown flax, more especially where early seed was used, did badly in general, and suffered much from the attacks of the flax beetle. Frosts caused damage in certain districts, but the most injurious effect was caused by the storm of June 9, 1918, which checked that continuity of growth so requisite in the flax crop. The bad weather during the period of drying the retted straw caused much loss by producing mildew and rotting even in straw which had promised to yield well."

MARKET FOR RUBBER FOOTWEAR IN SCOTLAND.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

March 29, 1919.—There is a very active demand for rubber footwear in Scotland, stocks of which have been reduced to a minimum as result of war conditions, and a number of firms have asked to be placed in touch with a source of supply. The principal demand is for ordinary goloshes and storm goloshes of broad-toed shapes, for hip boots and top boots, both leather and rubber soles, for grey canvas gymnasium shoes, and for light sand-shoes. Snow boots are in little demand, and there is no call for strap sandal or low cut rubbers, for pointed shapes in rubbers, or for white or brown goods.

THE DEMAND FOR CONFECTIONERY IN SCOTLAND.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

March 29, 1919.—There is a considerable shortage in supplies of confectionery in Scotland owing to the strict rationing of sugar during the period of the war, and although British manufacturers are now putting forth every effort to meet requirements, for some months they will not be in a position to cope with the demand. American confectionery is being imported, but importers are restricted to 40 per cent of the imports of 1916.

As restrictions have been removed from all imports from Canada, the present situation offers exceptional opportunity to Canadian exporters of confectionery, who should be able to place considerable orders for immediate delivery, and to introduce, under most favourable circumstances, certain lines that may be able to hold their own even against the competition of the revived British industry.

A number of confectionery importers and distributors are interested in getting into touch with Canadian manufacturers. Chocolates and all kinds of confectionery will be in strong demand for the next six to nine months. When conditions become more normal, chocolates will have to meet very strong competition from British manufacturers, though even before the war certain quantities of both American and Canadian chocolates have been regularly imported, and the trade speak highly of the latter. For permanent business request is especially made for peppermint creams, and for outstanding specialties in any class of confectionery. Among kinds that have been imported from the United States are mentioned cocoanut candies, caramels, bar chocolate, pine goods, gum drops, crystallized gums, marshmallows, jelly beans, etc.

A number of distributors also make inquiry for chewing gum, the demand for which has considerably increased during the war.

IMPORTATION OF TOBACCO INTO BELGIUM.

A cablegram has been received from the American Consul in Brussels, says the *United States Commerce Reports*, stating that the recently announced prohibition against the importation of tobacco into Belgium (see *Weekly Bulletin* 793, April 14, 1919, p. 655) was a temporary regulation and was continued for only eight days. On March 26 new regulations were adopted, according to which no license is required for the importation of tobacco. A measure has been introduced proposing to place an import duty of 50 per cent *ad valorem* on tobacco, and this duty has been collected since March 20. The proposed law must yet be ratified by the Senate, but it is not likely that it will be disapproved.

MACHINERY FOR FLAKING POTATOES FOR SALE BY THE BRITISH MINISTRY OF SUPPLIES.

During the war the British Ministry of Food made arrangements for the production of potato flour in the United Kingdom on an extensive scale. Experiments were conducted by the Ministry of Food which supplied flaking machinery to persons having suitable buildings for housing the plant and the necessary enterprise for starting the factories. The potato flakes were afterwards ground into flour in the mills. The war now being over, it is proposed to hand over to the British Ministry of Supplies any potato flaking machinery not at present in use and this machinery will be sold. Canadians wishing to purchase potato flaking machinery might communicate with the British Ministry of Supplies, London, England. At the time that the British Ministry of Food wished to encourage the production of potato flour in the United Kingdom, they issued the following circular:—

1. *Process of Manufacture.*—The potatoes, after being thoroughly washed, are cooked and then delivered into a flaking machine having two steam-heated rollers on to which the potatoes are fed in a thin film. This film adheres to, and dries onto the rollers, the speed at which they revolve being so adjusted that the film is dry by the time it reaches the scrapers which remove it in the form of flake. This potato flake, which will keep for a considerable time, is then ready for delivery to the Ministry of Food.

As arrangements can be made for the utilization of the existing flour mills in the country for the grinding of the potato flake into flour, no milling machinery will be installed in the flaking factories at present.

2. *Position of Factories.*—In order to save transit of potatoes by railway, the factories must be situated, as far as possible, in districts where potatoes are grown in larger quantities than required for local needs, and must also be so situated that the potatoes may be delivered to the factories by road or inland water carriage only.

3. *Size of Factories.*—The number of flaking machines to be installed in each factory will depend upon the facilities existing in each particular case for receiving the potatoes without recourse to the railways, but it is estimated that eight flaking machine units will be the maximum generally possible to meet this condition. This is an important point, as it is estimated that about $5\frac{1}{4}$ tons of potatoes are required to produce 1 ton of flake, the balance of $4\frac{1}{4}$ tons being water. The superficial floor area required for an eight unit factory, including boiler and engine rooms, office accommodation and all other services, would be about 10,000 square feet, of which 4,500 square feet would be required for storage of potatoes and flake.

Buildings to accommodate the flaking machines themselves require a ground floor area of about 1,500 square feet, and should have a total height of not less than about 20 feet. The other parts of buildings need not be so high.

4. *Output of Factories and Power Requirements.*—Each flaking machine has an estimated capacity of 700 pounds of potatoes per hour (or $37\frac{1}{2}$ tons per week of 120 hours). An eight unit factory should accordingly be capable of absorbing about 300 tons of potatoes weekly.

The pressure of steam required in the rollers of the flaking machine itself is 80 pounds per square inch above atmosphere, and the steam consumption per flaking unit for driving the machine, for heating the rollers and cooking the potatoes is estimated to be about 1,100 pounds per hour.

Power for driving the flaking and auxiliary machines would be about 10 horsepower per flaking machine and the total coal consumption for all purposes about $1\frac{1}{4}$ cwt. per hour per flaking machine. (An eight unit factory would thus consume 10 cwt. of coal per hour.)

All possible help will be given by the Ministry to contractors in getting the best results from the plant during the period of the contract.

5. *Machinery Required.*—The whole of the machinery peculiar to the process will be supplied by the Ministry of Food, and a proportion is already available for immediate delivery to contractors, who will be charged their actual average cost. These machines comprise those required for washing, cooking, and flaking potatoes.

6. *Labour Required.*—The amount of labour required for a given plant will depend entirely upon how far advantage is taken of labour-saving devices, such as elevators, conveyors, etc. If adequate arrangements are made for these, not only will the cost of production be reduced, but nearly all the operations involved in manufacture could be carried out by women to the almost total exclusion of men, except for stoking and the upkeep of machinery.

The project should be specially interesting to farmers because it provides not only a means of absorbing their surplus produce locally, but also a guarantee of regular employment through the winter for labour which would be available on the land in the summer and early autumn time.

7. *Capital Expenditure.*—The cost of each flaking machine itself is, approximately, between £450 and £500.

The amount of capital expenditure incurred in establishing a factory will, of course, depend upon its position and the extent and nature of the buildings, plant, and other facilities already existing. Assuming, however, that buildings, boilers and power for driving the machinery are already in existence and rented, the net capital cost of an eight-unit factory would be about £11,000, allowing for full equipment with labour-saving devices. This sum does not include the working capital required for running the factory. The department will give such terms of credit for the purchasing of the potatoes that it should be unnecessary to provide working capital for this purpose.

DIRECTORY OF FIRMS FOR POLISH TRADERS.

The *British Board of Trade Journal* announces that with a view to facilitating and fostering trade relations between the United Kingdom and the State of Poland, the Commercial and Financial Agency of the Polish National Committee have decided to issue an Official Directory of British Firms for Polish Trade to meet the urgent needs of the Polish markets. This directory will be a reliable source of information about British industry and commerce and British firms for all prospective Polish buyers, committees of reconstruction and various institutions of Poland.

The Commercial and Financial Agency of the Polish National Committee officially represent the economic interests of Poland in the United Kingdom, and during this transition period undertakes to facilitate British business relations with Poland with the object of fostering British commercial and industrial interests in that country.

The *Board of Trade Journal* advises British firms desiring to be included in the directory to apply to the Commercial and Financial Agency of Poland, at Canada House, Kingsway, W. C. 2.

THE COMMERCIAL AEROPLANE.

(Mark Meredith in British and Latin American Trade Gazette.)

The war has entirely revolutionized the possibilities of the aeroplane as a business venture. In the great developments in the use of aeroplanes in commercial life there are points of view to be kept in mind. It is fairly obvious that the aeroplane of to-day is more suited to the conveyance of passengers and mail matter than to the cartage of heavy goods, and it is very unlikely that the aeroplane can compete for short distances in civilized countries with the motor or railway train.

Where the aeroplane scores is over long distances, say 200 miles or more, and in countries where roads are scarce and bad, and railways non-existent. War planes have flown in Egypt, the Soudan, in Syria, and in Mesopotamia, and have demonstrated that it is possible, and even easy, to cover hundreds of miles a day with unflinching regularity over deserts in all kinds of weather. Such uses can be extended in many ways for civilian conveniences. The cost of the upkeep of an aeroplane and the wages of the pilot and mechanics to keep the machine in tune, would soon be paid for out of the sums now given for slow rail and boat transit, and for horses, camels, carts, bearers and so forth necessary for desert or bush transport.

Similarly the big engineering, oil or mining firms, whose operations are conducted in poorly-developed countries, will find it a simple business proposition to maintain a small fleet of aeroplanes with mechanics and pilots, so that their officials can travel from place to place, or from headquarters on the coast to the scene of operations inland, comfortably, quickly, and safely.

The mining official whose journeys by mule pack entail crawling over mountain passes, along narrow tracks overhanging precipices, and across primitive stick and string bridges with awful chasms below, is hardly likely to jib at making the journey in comfort by air in an hour or two instead of several days. The extra comfort and saving in time alone make such a method of transport a business proposition.

In the inspection of ranches there is another use for the aeroplane, and there is little doubt that before long the owner of a vast sheep run in South America or Australasia may be conveyed from one out-station to another in a few minutes by a reliable pilot. Already the owners of the big sheep runs in Australia go from station to station in motor-cars in preference to using horses. Despite bad roads, or no roads at all, the car of the proper colonial type will average a better speed over unbroken country than a horse, but when one considers that even a moderately-powered aeroplane will cover 80 to 100 miles an hour, the immediate advantages to the owner of a big sheep run who wishes to keep in touch with his flocks will be easily perceived.

For other than inspection purposes the aeroplane would be of equal advantage, for most big ranches and runs are far removed from railways, and it would frequently be quicker and more pleasant for the owner to fly direct to the nearest city, when bound there on business, than to endure a long and tedious railway journey.

There is still another class of business proposition which might receive attention, and that is the formation of regular passenger transport air lines in districts in which they operate. For instance, where a firm had big rubber interests up country in, say, Brazil or Africa, it would pay to run a line of flying boats, called variously water-planes, seaplanes, or hydroplanes. The modern flying boat can carry its two tons or so of dead weight, and fly at 80 or 90 miles an hour. It uses any convenient water-surface for its aerodrome, and so saves the trouble and expense of laying out land for that purpose. Where great waterways exist, and where there are ports for water-borne goods, it is simple and cheap to put up sheds for the housing of flying boats.

Commercial firms with interests at such ports will quickly perceive the advantage of machines that can cover their 300 or 400 miles per day, with five or six stops to pick up or set down passengers and light goods, as against ten miles an hour steamboats, which have to follow every bend and winding of the river. There are uses innumerable for these machines, and the great thing for every business man to remember is that aroplanes are no longer merely instruments of war, but that they are practical commercial vehicles, which can be flown safely by any man who is capable of driving a fast car and which can be relied upon as a method of personal transport at all times.

AUTOMOBILE TRAFFIC IN CENTRAL AMERICA.

(Trade Commissioner W. M. Strachan, in United States Commerce Reports.)

The sale of automobiles in Central America is curtailed by the absence of good roads. Even in the capitals the streets are so rough and the distances so short that there is not much advantage in owning cars. Consequently, the increased use of motor cars is largely dependent upon road building. At the present time there are three enterprises on foot that hold out considerable promise, one in Guatamala, and two in Nicaragua.

In Guatamala, there is a great deal of interest in the auto service maintained between the towns of Retalhuleu and Quezaltenango. The distance between these places is about 35 miles, and the difference in elevation some 5,000 feet. For years Quezaltenango's communication with the outside world was limited by the uncomfortable stage-coach trip or mule-pack travel. Several years ago a railroad to connect the two places was surveyed and part of the roadbed constructed, but the enormous expense involved prevented the completion of the undertaking. Travel between the two places is now facilitated by an automobile service. Two or more cars leave Quezaltenango between 4 and 5 o'clock in the morning, arriving at Mulua or Retalhuleu in

time to connect with the morning train to Guatamala city. Then they await the arrival of the afternoon train from Guatamala, and return to Quezaltenango in the evening. The one-way fare charged is 200 pesos in the dry season. During the "feria" last September, 400 pesos was charged, and seven passengers with their hand luggage crowded into a five-passenger car. The grade and roughness of the road make frequent repairs necessary and are the cause of a heavy expenditure for tires. A repair garage has been installed to attend to the needs of the 50 cars of the locality.

One automobile service company has obtained a concession under which it is given the sole right to transport freight and passengers in motor vehicles between Leon and Matagalpa, Nicaragua, for 20 years. The distance between these places is 200 kilometres (130 miles), and it is estimated that an expenditure of \$30,000 will be required to make the road passable. The company is given valuable privileges, including exemption from taxation and free importation of materials, and, if capital is forthcoming, would seem to have fair prospect of success.

The other Nicaraguan project contemplates the development of the port of San Juan del Sur by providing transportation to the interior cities, principally Granada Masaymand Managua, by means of an automobile road from the port to connect with the railroad at Diriamba. The promoters claim that freight can be hauled to the above cities at rates lower than those charged on the all-rail route from Corinto. The undertaking is sponsored by a group of promoters of the Department of Rivas, but subscriptions have been taken in other places as well. A good deal of the capital has been paid into the company's treasury.

PREPARATORY WORK IN THE BRAZIL MARKET.

(British Chamber of Commerce Monthly Journal.)

One of the most essential entities of a manufacturer's or merchant's export trade organization is his agent in the different foreign towns or districts with which he is doing business. It may even be said that success or failure in any given territory depends entirely upon the agent who is charged with trader's representation. This being so, it follows that the utmost care must be exercised in the selection and appointment of foreign agents.

Some firms prefer that an importing house should act as their representative, the latter to act as the sole importer in his respective district of the manufacturer's specialties. On the other hand, there are firms who engage the services of simply a selling or commission agent, who obtains orders on samples previously furnished to him by the manufacturer, the merchandise being shipped direct by the manufacturer or exporter to his agent's clients.

There are, of course, advantages and disadvantages attached to both of these methods, and it is therefore difficult to advise which of the two is to be preferred, much depending upon the local conditions and the classes of goods being handled, but principally upon the man selected. For example, a manufacturer of machinery would probably obtain better results from a stock-carrying agent, while an exporter of textiles would undoubtedly find for obvious reasons, that a simple commission agent would show the best results. But whoever the agent may be, he must, as already stated, be most carefully chosen, and this, as far as Brazil is concerned, is by no means an easy matter with such limited number of first-class agents available.

British exporters have, in the past, when seeking to appoint a resident agent in a foreign locality, been too inclined to give preference to the large, well-established and known firms, that is, they have invariably taken too much into account the amount of a prospective agent's capital, and such-like details. In so far as the appointment of representatives who are to act as the sole importers of a manufacturer's goods are concerned, such a consideration is, of course, obviously natural and essential. On

the other hand, if a simple commission agent is what is required, the question of capital and long standing would appear to be a matter for secondary consideration. It is, in fact, highly probable that the newly established agent, who has not a large capital or ostentatious show-rooms and offices, and who is working in a more humble way, but who nevertheless has a good social and moral reputation, would, if he possessed the necessary tact, intelligence and energy, probably prove a more desirable agent than would the large and older established concern. The reason is obvious; the newly-established agent, not having capital, is compelled to work, and usually work harder, in order to make a success, and he will therefore often take much more trouble to develop a business than will an old-established firm whose fortune is perhaps already made. Apart from this the large firm is often inclined to be independent and, representing many different manufacturers, is not likely to push the sale of the article of each agency with the same energy. It is, of course, natural that both the old and newly-established agent will pay most attention to those lines which are to them the most remunerative, but the younger one is more interested to make his position and to do his level best to show results.

It is therefore recommendable that the above points be borne in mind by exporters when making their choice of local representatives.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, under date April 16:—

Trade in the chief countries of the world seems to be hanging fire until the signing of the peace treaty, which is expected to take place within a few days. It is the one dominating factor. There is little doubt that the month immediately following the signature will see a tremendous expansion not only in orders for actual reconstruction in Europe, but because merchants on this side of the Atlantic will have realized that their hope of a great drop in prices will not be fulfilled at least for many months to come. What is most desirable is that there should be a steadying of the markets, particularly in Canada, even at the present level, high though it is compared with pre-war prices. So far as the Canadian Trade Commission can define the feeling of business men, their great fear is that of rapid and erratic fluctuation in price. Stocks everywhere in the domestic market are reported to be exceedingly low, and buying for a long time has been markedly conservative. When once it is understood that the price level is not likely to change, the renewal orders will begin to come in, and a betterment of tone in factory orders may be looked for.

Mr. H. B. Thomson, of the Canadian Trade Commission, has gone to London for a few weeks at the request of the Government and of the Canadian Mission to act as advisor to the latter during what is expected to be a strenuous time. The increase in the amount of detail in transactions between the London Mission and the Canadian Trade Commission at Ottawa also makes it advisable that there be the best possible linking of the two departments.

In the regular work of the Trade Commission the following items have been during the week of chief importance:—

The Allied Blockade Committee has agreed to new procedure in order to facilitate export from Canada to Denmark, Norway, Sweden, Holland, and Finland. The Commission will now approve export licenses for these countries for rationed commodities without waiting, as hitherto, for advice from London. There has been considerable telegraphic and other congestion of late. A long list of goods previously rationed can now go through with the "O.K." of the Commission, through whom the export of all goods is still compulsory. They will advise shippers on specific articles, but the concession will enable the Commission to dispose of many applications much more expeditiously.

Wide relaxation of restrictions on trade with Central and South American countries has been made in the last week, and shipments to Mexico, Cuba, Haiti and San Domingo with the South American Republics may now be resumed as freely as with the British and French colonies hitherto. With a few exceptions, the Commission is assured, goods in transit through the United States will pass under general license, but must carry Canadian export permit.

A conference of representatives of boot and shoe manufacturers with the Commission was held in furtherance of the two main projects suggested by the Commission: that a group representative of the manufacturing shoe trade, knowing conditions in the Dominion intimately, be at once sent to London; and that efforts be made by a national advertising scheme to extend the domestic market in Canada. It was stated that Mr. H. C. Wilson, inspector of boots in the Militia Department, Ottawa, had accepted the shoe manufacturers' offer to go overseas in this capacity, an idea that was broached at a previous conference at the Trade Commission's offices on April 4.

NEW INCORPORATIONS.

Dominion.

Nut Krust Bakeries, Limited. Incorporators: Herbert Francis Williams, capitalist; Hugh Stanley Honsberger, barrister-at-law; Norman Allan Munnoch and Thomas Kelso Creighton, students-at-law; and William Charles Woods Symons, accountant—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto. (Private company.)

The British Manufacturing Company, Limited. Incorporators: Harry Shriaberg, manufacturer of overalls; and Max Shriaberg, wholesale dealer—both of Outremont, Que.; Henry Keene Symonds Hemming, public accountant; Louisa Doris Hemming, editor; and Laurence Alphonse Piche, book-keeper—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Foreign Development Company, Limited. Incorporators: Errol Malcolm McDougall, K.C.; Leslie Gordon Bell, and Sadi Conrad Demers, advocates; Wilhelmina Maude Scott, book-keeper; and Beatrice Isolde Brandt, stenographer—all of Montreal. Capital \$780,000, divided into 7,800 shares of \$100 each. Chief place of business, Montreal.

Crowe's Iron Works, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; Helen McTague, book-keeper; Elizabeth Winlow, stenographer, and John Sutherland, junior, insurance agent—all of Guelph, Ont. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Guelph, Ont.

J. H. Wethey, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, St. Catharines, Ont.

Stewart and Cameron, Limited. Incorporators: John Duncan Cameron, barrister-at-law; Lyle Cameron, artiste; Clara Cameron, student-at-law; Francis Lorne MacKinnon, surgeon; and Stanley Rooney, merchant—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg, Man.

Casavant Brothers, Limited. Incorporators: Joseph Claver Casavant and Samuel Casavant, manufacturers; Charles Jules Laframboise, accountant; and Juliette Casavant, of Saint Hyacinthe; and Francois Alphonse Cabana, manufacturer, Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Saint Hyacinthe, Que.

Kavanagh Provision Company, Limited. Incorporators: Lena Quinton, secretary; Tobias Joseph Kavanagh and Adam Duncan Kavanagh, merchants; Arthur Paterson, manager; and Peter Cameron Smith, clerk—all of Montreal. Capital \$200,000,

divided into 2,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Industrial Export Company of Canada, Limited. Incorporators: John Wesley Blair and Francis Joseph Laverty, K.C., of Westmount, Que.; Charles Albert Hale, of Montreal West, advocate; Auguste Angers, advocate; and George Gilbert Hodges, agent—both of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

The Mount Royal Steamship Company, Limited. Incorporators: William Frederick Ritchie, K.C.; Lucien Beauregard, advocate; John Bicknell Johnson, accountant; and James Boyle, secretary—all of Montreal, Que., and Andrew Lane Wark MacCallum, of Westmount, Que., secretary. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

S. F. Bowser Company, Limited. Incorporators: Sylvanus Free love Bowser, Sylvanus B. Bechtel, Walter C. Zahrt and Herbert John Grosvenor, manufacturers—all of Fort Wayne, Indiana, U.S.A.; Harry Christie and Elmer Elsworth Cummins, manufacturers—both of Toronto. Capital \$750,000, divided into 7,500 shares of \$100 each. Chief place of business, Toronto.

Montreal Armature Works, Limited. Incorporators: Samuel Daunt Sweetnam, Stanley Herbert Cunha, and Philip James Dolan, Engineers; George Alexander Druett, salesman; and Marion McCord, secretary—all of Montreal. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Montreal.

Canadian Odorless Disinfectant Company, Limited, increasing the capital stock from the sum of \$50,000 to the sum of \$250,000. Head office, Toronto, Ont.

British Columbia.

Dominion Cannery, B.C., Limited. Capital, \$1,000,000. Registered office, Vancouver.

E. A. Morris, Limited. Capital, \$250,000. Registered office, Vancouver.

The Gregory Tire and Rubber Company, Limited. Capital, \$1,500,000. Registered office, Vancouver.

Harbour Marine Company, Limited. Capital, \$500,000. Office, Victoria.

Pacific Salvage Company, Limited. Capital, \$1,000,000. Office, Victoria.

Pan-Pacific Corporation (of Canada), Limited. Capital, \$500,000. Registered office, Vancouver.

Utilities, Limited. Capital, \$75,000. Registered office, Vancouver.

Van-Texoil and Varnish Refining Company, Limited. Capital, \$250,000. Registered office, Vancouver.

The Western Dry Goods Company of Canada, Limited. Capital, \$250,000. Registered office, Vancouver.

Manitoba.

The Boyce-Geddes Carriage Company, Limited. Incorporators: William Norman Boyce, carriage builder; James Evans Geddes, carriage builder; Leta Hattie Boyce, wife of said William Norman Boyce; Tessa May Lucile Geddes, wife of said James Evans Geddes; and Andrew Knox Dysart, barrister-at-law—all of Winnipeg, Man. Capital, \$40,000, divided into 40,000 shares of \$1 each. Chief place of business, Winnipeg, Man.

Farmers' Packing Company, Limited. Incorporators: Frederick William Louthood, accountant; Reginald Edwin Forde, accountant; Thomas Ernest Meredith, law solicitor; Charles Stubbs Brown, solicitor; Sidney Ward, solicitor—all of Winnipeg. Capital, \$1,500,000, divided into 15,000 shares of \$100 each. Chief place of business, St. Boniface, Man.

Research and Development, Limited. Incorporators: William Gregory Chace, William Cleland Hamilton, Albert Townsend Hawley, Bruce William Thompson, and Archibald Campbell, barristers-at-law—all of Winnipeg. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Union Traders, Limited. Incorporators: Jacob A. Kroeker, merchant; Peter Bueckert, lumber dealer; Samuel Kuhl, retired farmer; Heinrich H. Neufeld, druggist; Frank F. Siemens, financial agent; Abram K. Friesen, lumber dealer; Abram A. Kroeker, merchant—all of Winkler, Man. Capital, \$90,000, divided into 900 shares of \$100 each. Chief place of business, Winkler, Man.

Ontario.

Loblaws Groceries, Limited. Incorporators: Theodore Pringle Loblaws, merchant; Daniel Urquhart, barrister-at-law; William Patrick Crow, solicitors' clerk; Thomas Cameron Urquhart, student-at-law; and Minnie Cottrell, stenographer—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

The Jewel Gold and Copper Mining Company, Limited. Incorporators: Joseph Harvey Vanderlip, chemist; Marjorie Phillips, housekeeper; Jennie Thompson, nurse; David Melville Philips, stenographer; and Francis Edward Cope, fireman—all of Toronto. Capital \$300,000, divided into 300,000 shares of \$1 each. Head office, Sudbury, Ont.

Excelsior Electric, Limited. Incorporators: Ethel Melissa Rutledge, married woman; Mabel Rutledge, spinster; William Alfred Brodie, broker; and William Myddleton Hall, barrister-at-law—all of Toronto; and Frederick Switzer, Norval, Ont. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Toronto Steel Construction Company, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitors' clerk; and Violet Moffat, accountant—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

Langstaff, Schurg & Company, Limited. Incorporators: Richard Charles Langstaff and Frederick Doman, manufacturers; Charles Theodore Schurg, lumberman; William Frederick Sullivan, accountant; and Mary Jane Langstaff, married woman—all of Emo, Ont. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Emo, Ont.

The John Whitfield Company, Limited. Incorporators: Edward Lindsey Middleton, George Keogh and Albert Edward Knox, barristers-at-law; and James Henry Lockington and Frances Morrow, accountants—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each.

Peters Duncan, Limited. Incorporators: Peter White, K.C.; Thomas Stewart Hagan Giles, accountant; and Mary Harper MacGregor and Gertrude Fox, stenographers—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

Ontario Barium Company, Limited. Incorporators: Frank Joseph Hughes and Leo Joseph Phelan, solicitors; Isadore Levinter and Frank Colloton Quirk, students-at-law; Harry Melvin and Hedley Douglas Ashley, office clerks; and Henry Catley, accountant—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

THE NEED FOR SPECIALIZATION IN ENGINEERING MACHINERY.

Undoubtedly the real success of the American and German competition in the making of machine tools and also in the general engineering machines, says the Report of the British Departmental Committee on the Engineering Trades after the War, has been due to their specializing in a certain type of machine specially adapted for the work intended to be done upon it. Having satisfied themselves that the machine is right they produce in quantities and give prompt delivery. It was impressed upon us by the various witnesses that in almost all cases the purchase of a particular tool was governed by the needs of the business; the price which was often higher, hardly ever entered into consideration of the matter; design, precision and suitability were the essential factors that decided the purchase.

CANADIAN GRAIN STATISTICS.

Quantity of Grain in Store at Terminal Elevators, Interior Terminal Elevators,
and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending April 11, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	4,009,844	798,585	762,646	664	146,018	5,717,757
Consolidated Elevator Co.	1,439,774	32,507	74,071	11,275	5,299	1,562,926
Empire Elevator Co.	1,243,295	137,174	124,685	44,794	8,033	1,557,981
Ogilvie Flour Mills Co.	1,233,031	56,154	242,957		229	1,532,371
Western Terminal Elevator Co.	1,738,651	41,327	36,700	64,659	5,120	1,886,457
G. T. Pacific.	4,881,664	426,086	301,498	67,934	13,348	5,690,536
Grain Growers' Grain Co.	1,256,259	442,761	441,254		31,340	2,171,614
Fort William Elevator Co.	1,039,558	301,645	132,196	38,500	19,050	1,530,949
Eastern Terminal Elevator Co.	1,051,118	55,404	113,193		15,010	1,234,725
Northwestern Elevator Co.	817,921					817,921
Port Arthur—						
Port Arthur Elevator Co.	5,467,567	712,415	1,092,812		56,228	7,329,022
Sask. Co-op.	2,320,974	187,156	151,717	88,168	35,053	2,780,068
Canadian Government Elevator.	2,252,571	463,410	212,496	114,121	33,465	3,076,063
Acc't. Imp. Gov.				2,587		2,587
Thunder Bay.	911,641	163,585	121,621	30,851	3,753	1,231,455
Davidson & Smith.	646,907	229,732	249,245		7,321	1,133,205
Eastern-Richardson.	1,273,056	126,659	88,379	37,153	177,565	1,702,812
Total terminal elevators. . .	31,583,835	4,174,600	4,145,470	497,706	556,832	40,958,443
Saskatoon Can. Government Elevator..	434,544	969,959	122,154	3,840	*4,501	1,534,998
Moosajaw Can. Government Elevator..	944,988	480,715	62,147	6,862	*4,772	1,501,247
Calgary Can. Government Elevator....	716,880	671,838	128,768	1,005	1,763	1,545,171
Vancouver Can. Government Elevator.	202,431	123,513	544	220	*3,012	326,708
Total interior terminal elevators	2,298,843	2,246,025	313,613	11,927	37,716	4,908,124
Depot Harbour.	139,529					139,529
Midland—						
Aberdeen Elevator Co.	193,410					193,410
Midland Elevator Co.	1,050,540				106,373	1,156,913
Tiffin, G. T. P.	151,483					151,483
Port McNicoll.	1,189,724	1,045	106,974			1,297,743
Collingwood.	272					272
Goderich—						
Elevator & Transit Co.	932,085					932,085
Western Canada Flour Mills Co., Ltd.	448,454					448,454
Elevator & Transit Co. afloat.	84,097					84,097
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.	1,413	19,982				21,395
Port Colborne Dom. Govt. Elevator.	1,327,640					1,327,640
" Maple Leaf Milling Co., Ltd.	1,152,667					1,152,667
Prescott.						
Montreal—						
Harbour Commissioners No. 1.	2,378,655	62,387	209,674			2,650,716
" No. 2.	244,262	508,234	372,833			1,125,329
Montreal Warehousing Co.	1,074,506					1,074,506
Quebec Harbour Commissioners.	920,935	160,893	1,730			1,083,558
West St. John, N.B.	1,900	13,585	221,296			236,781
Halifax, N.S.	63,122					63,122
Total public elevators.	11,354,694	766,126	912,507		106,373	13,139,700
Total quantity in store.	45,237,372	7,186,751	5,371,590	509,633	700,921	59,006,267

* Corn

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended April 11, 1919.

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard.....	52,261	136,172		168,433
No. 1 Northern.....	8,956,691	1,664,937	5,281,661	15,903,289
No. 2 ".....	4,680,486	167,716	1,928,274	6,776,476
No. 3 ".....	5,537,518	74,391	1,365,407	6,977,316
No. 4 Wheat.....	4,979,416	14,819	1,123,177	6,117,412
No. 5 ".....	2,599,152	7,105	620,214	3,226,471
No. 6 ".....	3,449,514	8,094	5,026	3,462,634
Other.....	1,348,797	50,852	1,030,935	2,430,584
Australian.....		174,757		174,757
Totals.....	31,583,835	2,298,843	11,354,694	45,237,372
Oats—				
No. 1, C.W.....	1,707		1,903	3,610
No. 2, ".....	323,143	338,985	55,659	717,787
No. 3, ".....	628,809	311,345	40,658	980,812
Ex. No. 1 Feed.....	428,101	397,485	110,958	936,544
No. 1 Feed.....	461,311	458,137	138,776	1,058,224
No. 2 ".....	1,424,528	578,077	83,662	2,086,267
Other.....	907,001	161,996	334,510	1,403,507
Totals.....	4,174,600	2,246,025	766,126	7,186,751
Barley—				
No. 3 extra C.W.....	1,139			1,139
No. 3 C.W.....	1,488,641	93,726	333,671	1,916,038
No. 4 ".....	1,699,109	129,263	174,704	2,003,076
Feed.....	299,980	27,808	22,792	350,580
Rejected.....	369,735	26,587	243,826	640,148
Other.....	286,866	36,229	137,514	460,609
Totals.....	4,145,470	313,613	912,507	5,371,590
Flax—				
	Imp. Govt.			
No. 1 Northwestern Canada.....	1,251	255,153	5,874	262,278
No. 2 C.W.....	938	157,082	4,277	162,297
No. 3 ".....	398	71,344	933	72,675
Rejected.....		25		25
Other.....		222		222
		596		12,136
Totals.....	2,587	495,119	11,927	509,633
Rye—				
No. 1 C.W.....		2,992		2,992
No. 2 ".....		379,408	20,725	450,144
Rejected.....		69,878	2,943	87,828
No Grade.....		22,735		22,735
Other.....		81,879	1,763	124,937
Totals.....		556,832	106,373	588,636
Corn.....		12,285		12,285
Total quantity in store.....	40,958,443	4,908,124	13,139,700	59,006,267

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of March, 1919.	Seven Months March, 1919.	Seven Months March, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard.....	23	584	1,058
One Hard White Fife.....			
One Man. Northern.....	613	36,335	57,613
Two Man. Northern.....	394	14,666	22,788
Three Man. Northern.....	525	13,542	13,995
Number Four.....	369	9,010	5,027
" Five.....	199	4,608	2,901
" Six.....	175	2,969	2,083
Feed.....	56	724	610
Smutty.....	50	593	476
No Grade.....	160	3,652	2,556
Rejected.....	40	1,526	2,831
Condemned.....		24	39
No Established Grade.....		6	42
No. 1.....		94	-
No. 2.....		48	-
No. 3.....		8	-
No. 1 Goose.....	2	29	6
No. 2 ".....		1	1
No. 4, 5, 6 Special.....			12
Total Spring Wheat.....	{ Cars..... 2,606 { Bushels..... 3,257,500	88,419 110,523,750	112,035 137,242,875
Wheat, Winter—			
One A. R. W.....		11	60
Two A. R. W.....		16	53
Three A. R. W.....		4	11
Four R. W.....			
Five Winter.....			1
One White Winter.....			
Two ".....			
Three ".....			3
Four ".....			
One Mixed Winter.....			
Two ".....			
Three ".....			
Four White Winter.....			
No Grade.....		1	
Rejected.....			
Smutty White Winter.....			
Total Winter Wheat.....	{ Cars..... { Bushels.....	32 40,000	128 156,800
Total Wheat.....	{ Cars..... 2,606 { Bushels..... 3,257,500	88,451 110,563,750	112,163 137,399,675
Oats—			
Extra No. 1 C.W.....			
Number One Canadian Western.....	1	8	27
" Two.....	191	1,261	2,912
" Three.....	108	1,359	1,789
Extra Number One Feed.....	202	1,322	4,376
Number One Feed.....	273	1,901	5,038
" Two.....	192	2,060	3,681
Rejected.....	63	433	1,322
No Grade.....	255	1,426	2,310
Condemned.....	8	12	20
Mixed Grain.....	17	273	387
Mixed Grain No. 2.....			
Total Oats.....	{ Cars..... 1,310 { Bushels..... 2,751,000	10,055 21,175,500	21,862 4,263,900

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of March, 1919.	Seven Months March, 1919.	Seven Months March, 1918.
	No.	No.	No.
Barley—			
Number Three Extra C.W.....	2	19	
" Three C.W.....	252	2,444	1,619
" Four C.W.....	163	1,528	2,468
Rejected.....	53	599	546
No Grade.....	200	1,075	682
Condemned.....		1	—
Smutty.....			—
Feed.....	61	470	783
Total Barley..... { Cars.....	729	6,119	6,117
{ Bushels.....	984,150	8,260,650	7,952,100
Flaxseed—			
Number One N. W. Canada.....	109	1,380	2,883
" 2 C. W.....	34	355	445
" 3 C. W.....	8	146	66
Rejected.....		13	24
No Grade.....	2	41	125
Condemned.....		2	—
Total Flaxseed..... { Cars.....	153	1,937	3,543
{ Bushels.....	153,000	1,937,000	3,897,300
Rye—			
Number No. 1 C. W.....		8	23
" 2 C. W.....	53	551	236
Rejected.....	3	142	150
No Grade.....	27	194	34
Feed.....		1	—
Total Rye..... { Cars.....	83	896	443
{ Bushels.....	91,300	985,600	443,000
Screenings..... { Cars.....	22	405	620
{ Bushels.....	22,200	405,000	620,000
Corn..... { Cars.....		7	—
{ Bushels.....		7,000	—
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars.....	2,606	88,451	112,163
{ Bush.....	3,257,500	110,563,750	137,399,675
Oats..... { Cars.....	1,310	10,055	21,862
{ Bush.....	2,751,000	21,175,500	42,630,900
Barley..... { Cars.....	729	6,119	6,117
{ Bush.....	984,150	8,260,650	7,952,100
Flaxseed..... { Cars.....	153	1,937	3,543
{ Bush.....	153,000	1,937,000	3,897,300
Total Rye..... { Cars.....	83	896	443
{ Bush.....	91,300	985,600	443,000
Screenings... { Cars.....	22	405	620
{ Bush.....	22,000	405,000	620,000
Corn..... { Cars.....		7	—
{ Bush.....		7,000	—
Total grain..... { Cars.....	4,903	107,870	144,748
{ Bush.....	7,258,950	143,334,500	132,942,975
Canadian Pacific Railway, Winnipeg and other points.....	2,318	55,897	78,847
Canadian Northern Railway.....	2,170	38,312	43,976
Great Northern Railway, Duluth.....	23	745	639
Grand Trunk Pacific.....	392	12,916	21,286
Total.....	4,903	107,870	144,748

**RECAPITULATION—COMPARATIVE FIGURES FOR SEVEN MONTHS ENDING
MARCH 31, 1919.**

	Total Number of Cars.
1901-2.....	39,805
1902-3.....	39,125
1903-4.....	28,322
1904-5.....	32,211
1905-6.....	51,061
1906-7.....	46,334
1907-8.....	50,534
1908-9.....	74,623
1909-10.....	87,888
1910-11.....	72,915
1911-12.....	126,183
1912-13.....	142,706
1913-14.....	90,359
1914-15.....	100,572
1915-16.....	232,434
1916-17.....	150,922
1917-18.....	144,748
1918-19.....	107,870

DAIRY MACHINERY FINDS READY SALE IN DENMARK.

(Consul B. L. Agerton, Copenhagen, in United States Commerce Reports.)

Dairy machinery finds a good market in Denmark. As to the kind that may be sold successfully, due regard must be had to the manner in which the dairy business is conducted in Denmark. Small cream separators operated by hand, for instance, will not likely find a large sale, for the reason that the creameries in Denmark are large and have rather elaborate machinery operated by electric motors or oil engines. The small farmer who has only a few cows sends his milk every day to a large co-operative creamery in his community rather than attempt to handle it himself. Therefore, the American factory or exporter of dairy machinery should bear in mind that his customers, if he succeeds in establishing a trade, will be for the most part large creameries, either privately owned or co-operative.

So far as can be learned, there has not been very much dairy machinery from America introduced in Denmark. Most of the machinery used is of Danish manufacture, and another large part comes from Sweden. The A/S. Titan, of Copenhagen, manufactures a very popular separator called the "Alexandra," and the A/B. Separator, of Stockholm, sells many of its separators in Denmark, also. Both of these companies export dairy machines to the United States.

The Danish dairies expect the firm which sells the machinery not only to deliver it but also to install it. A supply of spare and repair parts must be easily accessible, for the matter of obtaining these parts quickly and easily is so important that a purchaser must be assured in advance of these things before he would consent to purchase American machinery.

It would therefore seem that the sale of American dairy machinery to the Danish market can not well be made merely by placing the sale of the goods in the hands of local dealers. An experienced agent is required—he must also have a store of repair and replacement parts—and when machinery is sold and is to be installed he will, of course, need the necessary technical and mechanical assistance to accomplish this.

The import tariff on dairy machinery is 5 per cent ad valorem.

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East, and Afloat, on April 11, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>April 11, 1919—</i>			
Terminal elevators.....	31,583,835	9,374,608	40,958,443
Interior terminals.....	2,298,843	2,609,281	4,908,124
Public elevators in the East.....	11,270,597	1,785,006	13,055,603
" " Afloat.....	84,097		84,097
Total.....	45,237,372	13,768,895	59,006,267
<i>April 12, 1918—</i>			
Terminal elevators.....	3,866,901	10,647,713	14,514,614
Interior terminals.....	1,227,400	4,605,126	5,832,526
Public elevators in the East.....	1,870,482	2,150,858	4,021,340
Afloat.....	2,691,868		2,691,868
Total.....	9,656,651	17,403,697	27,060,348
<i>April 13, 1917—</i>			
Terminal elevators.....	23,109,035	13,082,786	36,191,821
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	4,692,773	3,151,406	7,844,179
Public elevators in the East.....	1,157,342	2,502,351	3,659,693
Total.....	29,048,395	18,837,874	47,886,269
<i>April 14, 1916—</i>			
Terminal elevators.....	27,566,989	12,498,116	40,065,105
Afloat terminals.....	2,447,386	974,311	3,421,697
Interior terminals.....	4,899,598	2,262,238	7,161,836
Public elevators in the East.....	2,717,316	2,682,512	5,399,466
Total.....	37,631,289	18,417,177	56,048,466
<i>April 15, 1915—</i>			
Terminal elevators.....	12,347,761	5,589,839	17,937,600
Interior terminals.....	500,706	661,900	1,162,606
Public elevators in the East.....	1,258,326	1,461,766	2,720,092
Total.....	14,106,793	7,713,505	21,820,298
<i>April 16, 1914—</i>			
Terminal elevators.....	14,870,904	12,342,557	27,213,461
Afloat terminals.....	4,083,630	3,310,160	7,393,790
Public elevators in the East.....	1,091,207	2,448,562	3,539,769
Total.....	20,045,741	18,101,279	38,147,020

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending April 11, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.				—
C.P.R., West St. John, N.B.	87,565			87,565
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	8,418	85,074		93,492
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.	112	157		269
Montreal Warehousing Co., Montreal, Que.	518,653	91,204		609,857
Quebec Harbour Commissioners, Quebec.	770,840			770,840
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	358,000			358,000
Harbour Commissioners No. 2, Montreal, Que.	176,888	33,654	40,971	251,513
Halifax, N.S., C.G.R.	107,584			107,584
Port McNicoll, C.P.R.	250,309	39,264		289,573
Goderich Elevator and Transit Co.				—
St. John, N.B., Canadian Nat. Ry. Elevator.		272,117		272,117
Midland Elevator Co., Midland, Ont.		1,091,402		1,091,402
Total.	2,278,369	1,612,872	40,971	3,932,212

SHORTAGE OF AGRICULTURAL MACHINERY IN GREECE.

(Bulletin of the Federation of British Industries.)

The area under cultivation in Greece in 1915 was approximately 3,432,000 acres of which about 70 per cent were under cereals. It is stated that the whole country has at its disposal only 16 threshing machines, 1,200 reapers, and 100,000 ploughs. It is evident that such a supply of machinery must be totally inadequate, and with a view to the proper cultivation of the soil for the re-victualment of the country, it is estimated that imports necessary during the coming year will include: 10,000 ploughs, 200,000 ploughshares, 500 harrows, 200 reapers, 25 threshers, 100 presses, 500 sulphur spreaders, and 500 copper sulphate sprayers for vines.

Motor vehicles are likely to be in considerable demand, but the condition of the roads and the prices of rubber and motor spirit must be determining factors in the type and size required. Steam and electric cranes, lifts and conveyors for factories, hotels, etc., bakers' supplies and machinery, machinery for making tin containers, condensers for currant juice and tanning and dyeing extracts are all articles for which there is a ready market.

Before the war 44 per cent of the import trade in machinery was in the hands of Germany and Austria, while Britain and America contributed about 33 per cent and 7 per cent respectively. The explanation of Germany's and Austria's success is not to be found in the quality of their products or in long established trade relations. It was due largely to the superior commercial organization of German business houses and to the usually long credits (8 to 10 months) which they granted. Prompt delivery of goods and attention and consideration to small orders are often determining factors in the placing of an order. It should be borne in mind that offers should be made in the French language and in units of the metric system; they should also be made c.i.f. Piræus and not f.o.b., thus enabling the buyer to determine the net price of his goods by merely adding import duty.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), WINNIPEG, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBRE OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

848. An experienced engineer who speaks and writes French fluently, having just come back to Canada after serving as an officer in the Canadian forces in France during the war, would like to arrange with a Canadian manufacturer of machinery, hardware, or kindred lines, to take up agency work in France, Belgium, or the Balkan States.

849. **Table glassware.**—A correspondent in the English Midlands asks for names of Canadian manufacturers of table glassware, blown and moulded.

850. **Condensed milk.**—Inquiry is made by a London firm for names of Canadian packers of condensed milk.

851. **Wood-pulp.**—The Liverpool agents of a number of Scandinavian ship-owners having tonnage available for the transport to Great Britain of Canadian wood-pulp, ask for names of exporters in the Dominion.

852. **Glass bottles.**—A firm in the English Midlands wishes to purchase large quantities of glass bottles, and would like to obtain quotations from manufacturers in Canada.

853. **Representation.**—A lace manufacturer at Calais, France, is prepared to undertake the agency of Canadian manufacturers or insurance companies seeking business in France.

854. **Woodenware and hardware goods.**—A firm in the North of Ireland wishes to be placed in touch with Canadian manufacturers of the following articles, for whom he is prepared to act either by purchasing or upon a commission basis: Washboards, clothes pegs, paper for felt making, wire nails and bale ties, whisks and brooms, iron or steel shoe rivets.

855. **Leather.**—An important Midlands company wishes to purchase leather and desires the addresses of the principal Canadian tanners and shippers, particularly those possessing United Kingdom agents.

856. **Paste and ink pots, also wooden caps for same.**—A Scottish firm wishes to place regular orders for paste bottles and wooden caps for same, and also for ink bottles, and invites quotations from Canadian manufacturers. Further particulars at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

857. **Building and hardware materials.**—A manufacturers' agent in the west of England would be glad to represent upon a commission basis Canadian manufacturers of building and hardware materials and architectural decorative work supplies required in building construction.

858. **Canned lobsters.**—A London firm is desirous of hearing from Canadian packers of canned lobsters who are not already represented in the United Kingdom.

859. **Steel hinges.**—A Midlands company wishes to get into touch with Canadian manufacturers of steel hinges.

860. **Asbestos.**—A London company asks for the addresses of Canadian producers of crude asbestos.

861. **Garden tools, agricultural implements, etc.**—An important London company ask to have their names placed before Canadian manufacturers of garden and farm tools, sprays and spraying machines, agricultural implements, bee and poultry appliances, etc., of which they are buyers. They invite catalogues and prices.

862. **Flour and flaked oats.**—A firm in Copenhagen, Denmark, wishes to secure the selling agency of an important Canadian manufacturer of flour and also of flaked oats. The inquirer, who has long experience of selling American flour, is prepared to buy cash against documents, and gives bankers' references.

863. **Sodium peroxide and metallic sodium.**—A London company wishes to ascertain if sodium peroxide and metallic sodium are manufactured in Canada, and would be glad to hear from producers.

864. **Wall papers.**—A London firm wishes to purchase Canadian wall papers of English dimensions, i.e., 21 inches wide by 12 yards long.

865. **Toy marbles.**—A Midlands firm desires the addresses of Canadian manufacturers of toy marbles.

866. **Cheese, bacon, etc.**—A firm of British importers wishes to get Canadian cheese, bacon and other food supplies of high quality.

867. **Birch dowels.**—A Liverpool firm is in the market for twenty to thirty carlots of birch, beech or maple dowels, or would take entire factory output.

868. **Handles.**—A Liverpool firm wishes to buy large quantities of ash and hickory handles of all kinds. Would also consider offers of maple navy pick handles.

869. **Broom handles.**—A Liverpool firm is in the market for twenty or more carlots of spruce or basswood broom handles.

870. **Hardwoods.**—A Liverpool firm asks for offers of beech, birch or other hardwoods.

871. **Rubber goods.**—A Liverpool firm is interested in importing rubber footwear and rubber delivery hose.

872. **Sole leather.**—A Lancashire firm asks to be placed in touch with exporters of sole leather.

873. **Asbestos fibre.**—A Leeds firm of asbestos manufacturers would like to receive offers of the above.

874. **Acetic acid and formaldehyde.**—A Liverpool firm would like to get into touch with exporters of the above.

875. **Arsenic, zinc oxide.**—A Liverpool firm would like to get into communication with exporters of the above.

876. **Glass bottles.**—An English firm wishes to get into touch with exporters of glass bottles.

877. **Confectionery.**—A Liverpool firm wishes to get into correspondence with exporters of creams, caramels and chocolates.

878. **Fruit pulps.**—A Liverpool firm wishes to hear from exporters of the above.

879. **Birch dowels.**—A Liverpool firm is in a position to place orders for birch dowels as follows: 20,000 $\frac{3}{8}$ -inch by 36-inch; 10,000 $\frac{1}{4}$ -inch by 36-inch; 10,000 $\frac{1}{2}$ -inch by 48-inch; 10,000 $\frac{5}{8}$ -inch by 42-inch. They also wish quotations c.i.f. Liverpool on lengths up to 72-inch in $\frac{3}{8}$ -inch, $\frac{1}{4}$ -inch and $\frac{1}{2}$ -inch for a special order.

880. **Toys.**—A Liverpool toy importer asks to be placed in touch with manufacturers of toys.

881. **Wooden toy parts.**—A Liverpool toy manufacturer is prepared to place large orders for wooden skittles, balls, wheels, and turnings for making wooden

engines. Samples to show shapes, but of inferior finish to requirements may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

882. **Wooden parts of dolls.**—A Liverpool doll manufacturer wishes to hear from manufacturers of wooden parts of dolls. Offers are asked of 20,000 of each of fourteen turnings. Samples may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

883. **Dried salt cod.**—A Liverpool firm asks to be placed in communication with exporters of the above.

884. **Confectionery.**—A Liverpool firm is interested in hearing from manufacturers of the above.

885. **Confectionery.**—A Liverpool firm is interested in hearing from manufacturers of peppermint creams, caramels, gums and chocolates.

886. **Sanitary woodenware.**—A Liverpool firm is interested in receiving offers of the above.

887. **Confectionery.**—An English confectionery buying syndicate is prepared to place large orders for all classes of confectionery.

888. **Rubber footwear.**—A Liverpool firm is interested in hearing from exporters of the above.

889. **Boots and shoes.**—A Liverpool firm is interested in communicating with Canadian manufacturers of welted glace-kid, box-calf and willow-calf boots and shoes. Medium and full toe lasts. No extreme shapes.

890. **Confectionery.**—A Liverpool firm is interested in hearing from manufacturers of the above.

891. **Sole leather.**—An Edinburgh firm asks to be placed in touch with exporters of the above.

892. **Block chocolate.**—A Glasgow firm makes inquiry for sweetened chocolate block (raw material for the manufacture of chocolate).

893. **Confectionery.**—A Glasgow firm is interested in offers of all kinds of confectionery.

894. **Soapstone.**—A Glasgow firm makes inquiry for soapstone. They are prepared to buy considerable quantities in a finely ground state.

895. **Rubber overshoes.**—An Edinburgh firm, who state that they are large buyers of the above, would like to hear from exporters.

896. **Flour.**—A Glasgow firm who specialize in representing Canadian mills on an exclusive buying agency basis would like to hear from exporters with a view to business as soon as Government control is relaxed.

897. **Fustic and oak dyewood extracts.**—A Glasgow firm would like to hear from exporters of the above.

898. **Carbon black.**—A Glasgow firm who are large buyers of the above would like to get in touch with exporters.

899. **Sole and upper leather.**—A Glasgow firm is interested in offers of the above.

900. **Dressed leather.**—A Glasgow firm makes inquiry for the above.

901. **Rubber footwear.**—An Edinburgh firm makes inquiry for the above.

902. **Split hides.**—An Edinburgh firm makes inquiry for thin machine-buffed split hides and split hide fleshes ready for enamelling for motor trimming.

903. **Sole leather.**—An Edinburgh firm asks to be placed in touch with Canadian exporters of the above.

904. **Leather.**—A Glasgow firm is interested in offers of the above.

905. **Boots and shoes.**—A Belfast firm would like to receive offers of all classes of men's, women's and children's boots and shoes.

906. **Dressed strap butts.**—A Belfast firm of leather belting manufacturers asks for samples and quotations on the above.

907. **Hemlock and oak bends.**—An Edinburgh firm would like to hear from exporters of the above with a view to future business.

908. **Boots and shoes.**—A Belfast firm wishes to secure a sole buying agency for Ireland for gentlemen's good class footwear in glaze kid, box calf, willow calf, etc.

909. **Leather.**—A Glasgow firm is interested in hearing from exporters of the above.

910. **Sole leather.**—An Edinburgh firm would like to hear from exporters of the above.

911. **Peppermint creams.**—A Glasgow firm of confectionery importers, who have done a large business in the above with the United States, would like to get in touch with exporters.

912. **Confectionery.**—A Glasgow firm of confectionery importers would like to arrange for the distribution of any outstanding specialty in chocolates or confectionery, on an exclusive buying agency basis, covering Scotland and Ireland.

913. **Chewing gum.**—A Glasgow firm would like to secure the exclusive representation of exporters of the above, for Scotland and Ireland.

914. **Confectionery.**—A Glasgow confectioners' agent who does a considerable import business from the United States, wishes to act as distributor of Canadian creams, chocolates, gums, marshmallows, etc., in Scotland and Ireland on an exclusive buying agency basis.

915. **Chewing gum.**—A Glasgow confectioners' agent would like to hear from exporters of the above.

916. **Boneless codfish.**—A Glasgow firm asks to be placed in touch with exporters of the above.

917. **Digby chickens.**—A Glasgow firm asks to be placed in touch with exporters of the above.

918. **Confectionery.**—A Glasgow firm is in the market for peppermint creams, marshmallows, caramels, toffees, chocolates, etc.

919. **Washboards.**—A Manchester firm is open to purchase washboards. Samples and prices delivered Manchester to be submitted.

920. **Brooms.**—A Manchester firm is open to import brooms of all kinds.

921. **Maple skewers.**—A Manchester firm inquires for prices delivered Manchester with samples of skewers.

922. **Washboards.**—A Manchester firm is open to purchase large quantities of washboards. Prices delivered Manchester and samples requested.

923. **Clothes pins.**—A Manchester firm is open to import clothes pins.

924. **Leather.**—A Northampton firm is open to import chrome box calf, chrome box veals, chrome box sides and chrome willow calf. Samples and prices are requested.

925. **Skewers.**—A Manchester firm inquires for maple skewers. Manufacturers should send samples and prices delivered Manchester.

926. **Washboards.**—A Manchester firm inquires for exporters of washboards.

927. **Brooms.**—A Manchester firm is open to purchase corn brooms. Samples and prices are asked for.

928. **Furniture.**—A South African agent covering every centre of the Union and Rhodesia, with a full knowledge of the import furniture trade, is prepared to take up representation of Canadian firms prepared to ship regularly such lines as tables—dining, kitchen and fancy—also chairs of all kinds, cheap bureaus and washstands, or any other line of furniture which can be shipped in the k.d.s.

929. **Beds, iron and brass.**—A South African agent with many years' experience of the iron brass bed import into South Africa, seeks the representation of Canadian-made beds and wire mattresses.

930. **Mattress wire, furniture springs—all kinds.**—A Cape Town agent covering every manufacturing centre of the Union, is in a position to place to advantage any line of wire suitable to the mattress and furniture manufacturing trade.

931. **Desks.**—A South African agent is prepared to take up a Canadian desk agency and other office furniture. Must be packed as near to the k.d.s. as possible. Details of crating must be submitted with f.o.b. Canadian port prices.

932. **Pianos and organs.**—An established agent is prepared to take up the representation for the Union of Canadian pianos and organs.

933. **Household utensils.**—A Cape Town agent covering all centres in the Union asks for the representation of firms manufacturing for export any line of household utensils which may be grouped with a furniture agency.

934. **Sewing machines.**—A South African agent is prepared to take up a Canadian agency for sewing machines. This agent has bought and sold thousands of hand-sewing machines, and can place to advantage a machine suitable for export.

935. **Milking machinery.**—A leading Cape Town firm makes inquiry for the supply from Canada of milking machinery, both electric and foot power. Illustrations, literature and prices on plant of one to twelve animals wanted at earliest.

936. **Mineral oils.**—A Paris firm is interested in Canadian mineral oils and naphthas.

937. **Representation.**—A firm of commission merchants of Antwerp, Belgium, established for thirty years, would like to get into touch with Canadian exporters of grain, seed, oil, feeding stuffs, beans, peas and provisions.

938. **Fountain pens.**—A Belgian company desires to enter into business relations with Canadian manufacturers of fountain pens and ordinary steel pens.

939. A prominent Swedish importing firm asks quotations and samples for the following lines: Salmon, pickled in barrels and in tins; lobster, canned; clam; ham, smoked; apples; pears; apricots; peaches; grapes, fresh and canned; wheat; oat-meal; nickle; asbestos; mica; leather; tanned hides, raw, salted; furs, raw, all kinds—skunk, muskrat, beaver, mink, fox (red, white, cross, black).

940. **Lumber.**—A Canadian, experienced in the lumber trade, is at present in Japan and would be glad to act as agent for Canadian lumber firms wishing to export Canadian lumber to Japan.

941. **Food products.**—A French firm organized in the Lyonese district for the sale of food products wishes to get in touch with the manufacturers of breakfast foods or manufactured cereals, such as wheat, corn and oats. This firm is specially interested in Quaker oats, Purity oats, porridge oats, Monkland oats, corn flakes, pancake flour, etc., and would like to know conditions of representation, i.e., agent or representative, commission or direct sale.

942. **Agency.**—A commission merchant in Lyons, France, interested in Canadian products at Lyons Fair, desires to obtain a special agency for entire France for the sale of Canadian products. Full details will be supplied in reply to direct communication.

943. **Representation.**—A Paris firm of manufacturers' representatives giving French and English references, desires to represent Canadian manufacturers in France on a 5 per cent commission basis.

944. **Food products.**—A Toulouse firm, interested in Canadian exhibits at the Lyons Fair, desires to represent Canadian producers of all kinds of food products in Southern France, Tunisia and Morocco. The firm claims to be very well organized in these countries and to be in a position to furnish a big volume of business. References supplied.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, HALIFAX,
AND MONTREAL.**

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Grampian, C.P.O.S. Lines, about April 25; *Corsican*, C.P.O.S. Lines, about April 30.

WEST ST. JOHN TO GLASGOW.

Holbrook, C.P.O.S. Lines, about April 23.

WEST ST. JOHN TO MANCHESTER.

Manchester Division, Manchester Line, about April 24.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town and Port Elizabeth (Algoa Bay).

War Torrent, Elder-Dempster Co., about May 7.

HALIFAX TO SANTIAGO (CUBA), AND JAMAICA.

Key Vive, Pickford & Black, about April 20; *Amanda*, Pickford & Black, about April 24.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, May 10; *Megantic*, White Star-Dominion Line, May 21.

RECENT BRITISH INDUSTRIAL COMBINATIONS.

(*Commercial Attaché Philip B. Kennedy, London, in United States Commerce Reports.*)

The *Daily Telegraph* of February 11 announces the organization of the British Manufacturers' Corporation, the founder of which is Sir Charles Mandelberg, of Manchester. This is not a trading concern, but through agents aims at performing for its subscribing members various services, such as indicating the condition of the market for particular kinds of goods and the competition likely to be met, giving particulars of transport facilities and freight rates, advising members on the financial standing of likely customers, assisting them in appointing selling agents, acting for them in legal matters, and generally watching over their interests as a whole. For these services members of the corporation agree to pay \$1,000 a year. The importance of this scheme is said to lie in the large number of industries it covers. The head office will be located at a convenient centre, with branch offices in the principal manufacturing districts.

Another organization on somewhat similar lines is the Associated British Machine Tool Makers (Ltd.), which is described as a co-operative effort to improve design and reduce manufacturing costs, with a view to effectively meeting competition and increasing the sale of British-made machine tools. Each plant will be entirely self-governed and neither capital nor interests pooled, but it is hoped that by co-operation greater efficiency will be obtained and better service to clients rendered. This company makes a strong point of the fact that by this co-operative policy it will be in a position to staff its oversea branches with machine-tool experts, all of whom will be able to speak the language of the country fluently.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

R. A. Lewis, Acting Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

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DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



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1919

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WEEKLY BULLETIN

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Ottawa.

Monday, April 28, 1919.

No. 795.

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN.

Part I.

Cape Town, February 19, 1919.—Through the courtesy of the Census and Statistics Department of the Union Government, this office is in a position to submit at a much earlier period than usual the annual figures of trade in quantity and value of import into the Union from the United States and Canada. This report does not cover the imports for the South African Government Stores, which will only be in evidence about April next, with the annual statements showing imports and exports from and to all countries.

The total value of imports of merchandise into the Union from the United States was £6,575,136, which is an increase over the year 1917 of £286,812. The total value of imports from Canada was £941,621, which shows a drop in value of £14,392 from the previous year; but as a matter of fact Canada's exports to South Africa last year are very much higher than in any previous year. The difference is accounted for by total loss at sea and the non-arrival of other exports shipped to South Africa.

In addition there are exports from Canada to the South African Government Stores which will in a later review show that the year 1918 was a banner year for Canada as regards value of export to South Africa. Although handicapped with restricted steamer sailings for South Africa, and difficult factory conditions, it is a great pleasure to note that most of the Canadian manufacturers and indent houses made a real effort to manufacture for and arrange for ocean shipping to this market during the past year.

Prospects for the Present Year.

For at least the first six to eight months of this year, 1919, Canadian value of exports will be confined mostly to indents placed in the years 1917 and 1918, as there will be very little new business placed, the local market in almost every line of imports being considerably upset owing to heavy deliveries since November 11 last from many sources of supply, where orders had been placed on the chance of early deliveries during the war. This feature is not the worst, as the regular, or what one might term, the legitimate dealers are in a peculiar position, owing to the fact that the market is heavily loaded with merchandise purchased by many firms who had never traded in similar lines pre-war—in other words they gambled on the war conditions without any actual knowledge of the business. There is no doubt the country is overloaded and with many lines which Canada has been exporting, so some patience will have to be exercised by Canadian firms who are offering parcels at special prices, as although in many cases the Old Country, the United States and Canadian quotations are actually higher than before the armistice, yet the fact remains that similar goods are being traded at lower prices in this country. With delivery during the past four months and the goods in ocean transit, there is no doubt that the country will be overstocked in almost all lines, except furniture and woodenware, for some months to come.

Some idea of the kind of trading that has been carried on will be appreciated by citing one case only, which is in evidence in Johannesburg. One of the banks in obtaining an order for the liquidation of a firm which had been formed since the war with a capital of £5,000, stated that the respondents were indebted to the bank in the sum of £48,048, and that in addition there were contingent liabilities estimated to amount to £80,000.

The opinion expressed in a general way is that iron and steel goods will with kindred lines be the first to clear up and start the indenting of new business in a big way, but it is not likely to take place for some months.

Bar, Bolt and Rod (Iron and Steel).

The imports in this line from Canada last year totalled 29,561 cwts., valued at £33,811, which was a drop in quantity of 16,493 cwts., and in value of £6,837, from the year 1917. The American exports to this country increased from 30,128 cwts. to 60,658 cwts., really double the quantity, but the value was more than trebled, increasing from £49,042 in the year 1917 to £185,505 for the year 1918. As with so many other lines covered in this report, Canada's decrease in quantity shipped is due entirely to lack of shipping, while on the other hand up to October of last year the shipping from American Atlantic ports was very free.

South Africa has been producing from old iron a fair amount of bar iron.

The first week in February imported bar iron was quoted at 55s. per 100 pounds, which is a drop of 7s. in a few days.

Bolts, Nuts and Rivets.

Canada's share of this trade increased from £6,694 in 1917 to £10,246 last year, while for the same years the imports from the United States dropped from £32,456 to £23,720. A considerable headway has been made in the manufacture of bolts and nuts in this country, and another plant is about to be established. There is a big demand for bolts and nuts in the Johannesburg district. Samples of a line for which inquiry has been made in big quantities are on view at the Exhibits and Publicity Bureau, Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

The above demand is for the mining trade; there is in addition a demand from the cart and carriage manufacturers, which is one of the big industries of South Africa.

Nails and Screws.

The greater portion of this item from Canada is on nails, and by far the greater portion of import was delivered in the second half of the year. Canada's total value of export for last year was £33,163, an increase over 1917 of £2,641, while the United States trade increased by £6,600, reaching a total last year of £32,265, but on this item a big share of the import from the States was on screws. Canada's supply was from more than one manufacturer, and has proved satisfactory in quality, specification and packing. The Canadian nail is on the market to stay and is often specified for on contract work.

Piping, Wrought Iron and Steel.

The imports from Canada in wrought piping increased even more than the following figures indicate, as the figure of quantity for 1917 include cast and wrought piping, while for the year 1918 a separate entry is made for cast piping. Canada's total shipments received here last year were for 32,055 cwts., which was an increase of 17,061 cwts. over the year 1917, and the value of export for last year was £60,267, an increase over the previous year of £37,143. The American exports dropped from 50,477 cwts. in 1917 to 38,272 cwts. last year, making a decrease in value from £73,585 to £56,352 for

the year 1918. Canada's wrought piping is well established on this market and will hold its own in the coming normal times if within competitive prices and marketed in as general way as it should be.

Piping, Cast Iron and Steel.

The total imports from Canada are valued at £4,986 for 2,835 cwts., while the imports from the United States total 7,005 cwts. for a value of £10,189.

Piping Fittings.

This is an item which is under a separate entry for the year 1918. The imports from Canada were 130 cwts., valued at £340, and from the United States there was imported 1,788 cwts., valued at £6,811.

Shovels.

There is no overstock at the moment in this line, and prices are holding fairly firm, although the United Kingdom manufacturers are quoting in quantity for the first time in a long while. Canadian shovels have been gladly accepted on the market and have given what may be termed very good satisfaction; but under normal competing conditions there will have to be some improvement in finish and strength of the iron-work, both for spring and strength at the fork of metal handle and the scoop or shovel part. Quantities are not shown in the returns, and the values in shovels were shown for the first time in the 1917 statement as from July 1 only, but it is safe to state that quantities from Canada have about doubled in the year 1918 over the previous year. The value of import in shovels from Canada last year is £36,244, and from the United States, £6,992. Spades, of which a good number have come from Canada, are included in the item of import styled "agricultural implements."

Pickaxes.

As with shovels, this item is shown for the first time as a separate entry since July 1, 1917. The United Kingdom manufacturer has always held the great bulk of this trade, but now that the Canadian pickaxe is becoming known and has improved in quality since the first shipments some three years ago, Canada should continue to hold a fair portion of the trade. Canada's share for five months of 1917 totalled £704, and the imports of the year 1918 are valued at £2,122. The imports for the United States for last year are valued at £830.

Mechanics' Tools.

Up to July 1, 1917, this entry included shovels and pickaxes. The value of imports from the United States show a considerable decline, the total value this year including the value of shovels and pickaxes, showing a drop from 1917 of more than £11,000. The great bulk of the American trade in this item is on well known and advertised mechanics' tools, most of which are imported by the retailers who specialize in the advertised standard mechanics' tools. Canada's share of this import for last year is to a value of £3,533, which shows an increase in quantity exported in such lines as spanners, wrenches, hammers and axes, and there was in the early part of the year some import of hand saws.

Implements and Tools, N.O.D.

The import from Canada under this heading increased from £615 in the year 1917 to £3,597 last year. Canada's exports under this heading are mostly for farm tools, which have established a reputation for quality, finish and value. The imports from the United States increased from £6,319 to £9,264 last year, the increase being more in value than in quantity.

Agricultural Implements, N.O.D. (including Spades).

Canada's trade under this heading increased from £85,348 in 1917 to £104,755 last year, and the American imports from £209,764 to £245,096 for the same years. The big feature of this entry is on ploughs, and if the Canadian manufacturers will build a cheap plough as illustrated in *Weekly Bulletin* No. 672 (December 11, 1916, p. 1403), there would be a big increase of trade, as this is one of the articles which helps to increase the American figures under this heading. The better ploughs which are exported from Canada have established a splendid reputation and are handled in an up-to-date way by the agents on this side. It may be well to mention here that as most of the 1918 indents on agricultural implements and machinery were and are being received too late for immediate sale, the prospects are none too good for big orders in the immediate future, as big quantities are being carried over by the stockists here.

Agricultural Machinery.

This is one of the items of imports which was given special permit by the controller of imports, but unfortunately when deliveries were possible, the ocean freight had jumped to the highest limit, which made the selling prices prohibitive and orders were cancelled or delayed in shipping, otherwise a much larger import would be in evidence. Canada's value of exports in 1917 was £9,879, which increased to £16,813 last year. Supplies in agricultural machinery from Canada is now distributed by a greater number of manufacturers than four years ago, and there is no doubt that from next year Canada's share of the total trade will increase considerably. The American imports increased from £39,855 in 1917 to £52,133 last year.

Some idea of the difficulties which presented themselves to the distributors in South Africa will be appreciated by referring to one line only. The cost of ocean freight on one line of Canadian threshers was \$125 more than the actual cost of the machine f.o.b. Canadian ports. Another difficulty was that the engines which were ordered for the working of this thresher were never delivered, with the result that most of the shipment is being carried over for next season at prices that will be much higher than future costs, if the difference in ocean freight alone is considered.

Dairy Utensils (Metal).

This item includes cream separators, which is a growing trade, especially in the small capacity machine. One Canadian make has been tested officially and a splendid report was made on it. The difficulty with a line of this kind is placing it with the right agents who will persevere in their efforts, as the handicap to overcome is that every dealer has already taken up some special make of separator. Once a good line is established, there is a big trade in sight, as the dairy business is a growing one in this country. Canada's trade was only £101 last year, an increase of £18, while the United States trade was £4,629, an increase of £2,676 over the previous year.

Cutlery.

Most or practically all of Canada's supply in this line of import is on safety razors, while that of the United States include other classes of cutlery. Imports from Canada last year totalled in value £32,100, which is an increase over the previous year of £16,524, and the United States trade increased for the same period from £11,907 to £17,655.

Horseshoes.

The horseshoe trade pre-war was mostly from the United Kingdom. The quantities of import have dropped considerably, the United States securing the bulk of the import in 1916. Canada coming in that year for the first time with a small

sample lot, big business resulted, but there were many delays in shipping. During 1917, however, Canada's share increased that year to £4,427, and last year to £4,731, and if ocean shipment had been secured, a very much larger figure would have been placed to Canada's credit.

There was only one complaint made in reference to Canadian horseshoes, which was in reference to finish and packing. All the other importers were well satisfied except with delivery conditions. The American trade dropped from £12,560 in 1916 to £6,115 in 1917, and increased last year to £1,766.

Chains.

The average amount imported in chains for hauling purposes is about £20,000, and the United Kingdom exporters have always held the great bulk of the trade. Both the United States and Canada have come in during the war. Canada's share decreased last year to £377, which was a drop from £580 on the previous year. The agents of one Canadian company speak hopefully for the future. The American share of the import also dropped from £1,309 in 1917 to £754 last year. A fair idea of the United Kingdom's control of the trade is shown in the returns for the year 1916, when the total imports were valued at £21,100, and the United Kingdom's share of the total was £20,000.

Hardware, N.O.D.

Under this heading, which does not include wire rope, tanks or cash registers, the total trade is an average annual import of £375,000. The bulk of the trade is in the hands of exporters in the United Kingdom, United States and France. Japan has made good headway. Canada's share of the trade dropped from £7,598 in the year 1917, to £2,965 last year, and the United States share in the same period from £85,996 to £68,100.

NOTE.—A series of reports from Mr. Egan dealing with other lines of imports will be published from week to week.

THE TRADE OF JAMAICA IN 1917.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, March 31, 1919.—The total trade of Jamaica for 1917, the last year for which returns are published, amounted to £5,776,772, an increase of £388,434 over the previous year. Both exports and imports increased. The revenue from customs, however, fell off over £100,000 due to the removal of the surtax on imports and to a reduction in receipts from the export tax. The rate of duty on total imports averaged about 11 per cent ad valorem.

Trade with the three principal countries will be seen in the following:—

Countries—	Imports.	Exports.	Total.
United States.. . . .	£2,329,375	£ 694,762	£3,024,137
United Kingdom.. . . .	623,887	1,112,116	1,736,003
Canada.. . . .	223,358	375,042	598,400
Others.. . . .	121,045	181,920	413,232
Grand total.. . . .	£3,297,665	£2,479,107	£5,776,772

INCREASE IN VALUE OF IMPORTS.

As before stated, imports have increased. Over 1916 the increase was £265,661, and over 1913, the last normal year, £460,662. Where, however, quantities are given in the customs returns, as in the specific class, it is found that the quantity in

almost every case is less, and the Comptroller of Customs remarks that, could the findings be "expressed in terms of tons, the later years would compare very unfavourably."

The following statement for three different years, in classes, will serve to indicate the trend of the imports:—

	1917.	1916.	1913.
Food, drink, etc.	£1,423,651	£1,242,605	£1,224,389
Raw material.	418,112	317,714	121,825
Manufactured.	1,455,270	1,470,934	1,488,666
Miscellaneous.	632	751	2,163
Total.	£3,297,665	£3,032,004	£2,837,043

LARGE INCREASES FROM THE UNITED STATES.

Each year since the beginning of the war has brought a substantial increase to the United States both in the quantity and value of its imports into the colony. In the statistics under review the value of foodstuffs from the United States showed over double as compared with the preceding year, raw material over threefold, and an increase of over 50 per cent in manufactured goods. Seventy per cent of all the goods imported came from the United States. The comptroller calls attention in his report to this outstanding feature of the year as showing "the very complete manner in which we have been thrown into the arms of the United States in regard to our import trade."

A decline took place in the value of foodstuffs and manufactured goods from the United Kingdom, and though in these two classes of goods the imports from Canada showed an increase, the percentage of Canadian trade has been lower.

NOTES ON THE IMPORTS.

In looking over the list of foodstuffs imported during the last few years, it is seen that a steady falling-off is taking place. The importation of butter and substitutes declined since 1913 from 1,206,065 pounds to 476,846 pounds, bread and biscuit from 2,575,222 pounds to 195,674 pounds, and cheese from 215,127 pounds to 102,437 pounds. In 1913 there were 324,539 bags of flour imported, and these have now fallen to 206,962. Dried and salted fish have fallen off more than one-half, and there is a large decrease in pickled and smoked herring, pickled mackerel, and pickled and smoked salmon. The only item in fish that shows an increase is pickled alewives. In meats also there has been a decline in every item, bacon having declined about one-third, salt beef from 3,362 barrels to 780, ham from over 200,000 pounds to about 90,000 pounds, and an almost equal decline has taken place in salt pork. Less condensed milk has been imported by over one-half, and less corn and oatmeal. Oats have gone down greatly, and so also have peas and beans which show a falling-off from 19,000 bushels to 2,000 bushels. Of other goods in the specific duty class, such as white pine and shingles, there has also been a decrease in the import. In all items in fact in which Canada might share the supply there has been less import, and in the whole list only a few indicate an increase.

THE FISH TRADE.

The decline in the fish trade in the last five years has been so considerable that it appears desirable to give a statement showing the import in that time, more particularly as most of the fish came from Canada. The quantity has declined in nearly all items in greater proportion than the value, and in some cases a less quantity gave a higher value. This indicates the high cost price of fish which is probably responsible for the decline in the trade, and a recovery can hardly be looked for until the market falls.

Imports of Fish.

	Fish, Dried or Salted.		Herrings, Pickled.		Alewives, Pickled.	
	Quantities (lb.)		Quantities (lb.)		Quantities (lb.)	
1917.. . . .	4,960,323		23,556		11,930	
1916.. . . .	7,397,475		41,554		12,370	
1915.. . . .	8,139,864		48,573		14,634	
1914.. . . .	8,113,557		40,531		11,002	
1913.. . . .	10,139,251		42,862		8,912	

	Herrings, Smoked.		Mackerels, Pickled.		Salmon, Pickled.	
	Quantities (lb.)		Quantities (brl.)		Quantities (brl.)	
1917.. . . .	26,099		2,930		262	
1916.. . . .	96,520		2,332		244	
1915.. . . .	18,133		6,822		383	
1914.. . . .	48,861		5,769		426	
1913.. . . .	84,115		4,093		500	

SUGGESTIONS FOR CANADIAN TRADE.

In my report on the trade of Jamaica for 1916, which was published in *Weekly Bulletin* 722 (November 26, 1917, p. 1189), it was pointed out that Canadian firms have not sufficiently pushed their business in Jamaica. What was then stated may be substantially repeated, viz., that there is a large field offering for many articles which Canada can supply and which do not appear to be now imported from Canada. The quantity of flour required previous to the war averaged 277,000 bags annually, the United States supplying a large part of the demand. Condensed milk, which the colony is still importing largely, is coming principally from the United States and the United Kingdom, Canada being almost completely out of this trade. In matches, bags and sacks, bread and biscuit, butter, cordage and twine, agricultural implements, various lines of hardware, paints and colours, there is an opportunity for our manufacturers to enter the market and share the trade.

Of books, paper and stationery, there is a large amount imported, as also of boots and shoes, and in all these items the amount credited to Canada is negligible. Brooms and brushes are imported to the value of about £2,250, all from the United States and the United Kingdom, though in other West Indian islands the Canadian manufacturers of these are able to hold their own fairly well. Many minor articles made in Canada might also be introduced into Jamaica.

The following table gives the particulars of some of the principal items of import admitted to customs under the free and specific schedules of the tariff law:—

Article.	1917.		Average pre-war Years 1910-13.	
	Quantity.	Value.	Quantity.	Value.
Ale and beer.. . . .gal.	134,544	£ 35,878	300,260	£ 48,932
Bacon.. . . .lb.	37,441	2,496	48,522	2,277
Beef, W.S.. . . .brl.	780	5,227	4,566	17,188
Bread and biscuits.. . .lb.	195,674	3,261	3,386,256	28,218
Butter and substitutes.. ."	476,846	27,212	1,144,999	41,552
Candles, composition.. ."	12,031	501	49,440	1,098
Cheese.. . . ."	108,437	6,777	227,667	8,999
Coal.. . . .tons.	59,447	175,291	59,756	49,873
Corn.. . . .bush.	70,768	3,066	263,808	48,953
Fish, dried and salted.. .lb.	4,960,323	110,987	11,148,137	144,794
" alewives.. . . .brl.	11,930	23,561	7,731	10,165
" herrings.. . . ."	22,556	45,345	40,284	37,966
" mackerel.. . . ."	2,930	10,914	4,050	10,674
" salmon.. . . ."	262	1,074	396	1,111
Flour.. . . ."	206,962	538,103	277,308	296,976
Gunpowder.. . . .lb.	23,275	1,357	34,146	1,707
Hams.. . . ."	91,936	6,895	202,241	8,840
Lard.. . . ."	213,444	8,893	240,125	5,781
Matches.. . . .gross.	40,067	5,439	38,333	3,592
Meal.. . . .brl.	57,586	109,413	64,426	51,719
Milk, condensed.. . .cases.	26,018	36,257	58,420	53,772
Oats.. . . .bush.	44,744	9,355	79,605	15,976
Oils.. . . .gal.	1,757,488	154,658	1,412,957	77,165
Peas and beans.. . .bush.	2,102	4,258	18,123	10,331

SUGGESTIONS FOR CANADIAN TRADE.—*Continued.*

	1917		Average pre-war Years 1910-13.	
	Quantity.	Value.	Quantity.	Value.
Pork, W.S.	2,163	£18,037	5,105	£20,395
Rice.	15,522,342	197,909	14,880,215	79,542
Salt.	14,959,766	31,789	10,336,354	11,732
Soap.	5,437,769	85,644	4,762,261	38,110
Spirits, whisky.	14,842	10,018	34,044	11,978
Sugar, refined.	300,550	5,071	852,525	7,115
Tea.	45,790	4,579	74,201	3,710
Tobacco, manufactured, and cigarettes.	49,054	10,025	91,278	9,926
Wines.	18,912	10,239	42,784	18,669
Wood, W.P. lumber.	455,946	3,875	1,988,235	14,661
“ pitch pine.	5,746,619	45,972	12,623,798	83,369
Wood.	480,900	1,923	1,728,201	4,147

THE EXPORTS.

The total value of the exports was £2,479,107, as against £2,821,234 in 1916, the falling off being chiefly due to the destruction of the banana crop by hurricane. Three years in succession the island has been visited in this way and the destruction general in the banana fields. On this occasion some of the cocoanut plantations also suffered. During the year a large quantity of rum manufactured on order was held in the colony in storage under an embargo, and this helped also to increase the falling off in the value of the exports. In the last forty years there has been a steady upward movement of the trade and the exports have increased in value in that period by 70 per cent. Having regard to the destruction of the banana crop and the embargo laid on some principal items of export, it would appear that this percentage of increase for 1917 is rather below the percentage of real progress.

The following table will show the markets accepting the island's exports in the four last decennial years ending with 7:—

Countries—	1887.	1897.	1907.	1917.
United Kingdom.	£582,819	£403,922	£429,698	£1,112,116
United States.	663,042	832,189	1,139,076	694,762
Canada.	19,838	17,276	148,749	375,042
Other countries.	243,311	216,854	274,484	297,187

THE MAJOR INDUSTRIES.

The report of the Agricultural Department lays special stress on the substantial revival of the sugar industry and to the modern record export of sugar in the year under review. It also referred to the central factories projected by the Imperial Commissioner of Agriculture, and to the sugar factories of a superior class already established in some of the parishes. Years ago sugar was the staple of the island, but the low price, over a long period, at which sugar was marketed, destroyed the industry, and on its ruins the fruit trade rose to its present position. At the present price of sugar it is probable that an increasingly greater area will be planted up in sugar cane, and with the support of the Government, which is now showing itself favourable, sugar may again become the principal export. The cocoanut industry is also assuming an important position among the major industries. Including copra, equivalent to about 6,000,000 nuts, the export for 1917 was estimated at nearly 30,000,000 nuts. Had it not been for the hurricane, this figure would have been decidedly higher. It is stated that a great number of young trees are now coming into bearing, and that there is evidence of considerable development in the cocoanut industry. Logwood fell off one-half as compared with 1916, but the extracts kept up netting a total value of logwood and its products of over £500,000. Ginger and pimento were also valued in the exports at about £70,000.

THE MINOR PRODUCTS.

From the report of the Comptroller of Customs we learn that the following minor products continue to hold their own and to make a valuable contribution to the sum of the exports: "Hides and skins, annatto, lime juice, cigars, beeswax and honey, tanning material, copra and essential oils. The last two being comparatively new items on the export schedule, fuller particulars may be interesting; accordingly it is stated that the output of copra for the year was 2,653,517 pounds, valued at £34,284, a jump in one year from 1,162,331 pounds, valued at £12,040. Of essential oils 3,031 packages valued at £46,518 were exported, against 2,424 packages, valued at £29,043 in the year preceding."

Export, in 1917, of Principal Products.

Articles.	Quantity.	Value.
Annatto. lb.	737,974	£ 18,449
Beeswax. "	58,459	3,897
Cocoa cwt.	56,797	117,853
Cocoanuts. No.	23,362,900	148,354
Coffee cwt.	51,418	116,976
Divi divi. lb.	7,848	141
Fruit, bananas. stems.	2,394,514	227,478
" grapefruit. pkgs.	38,296	13,854
" oranges. No.	5,313,800	6,832
Ginger. cwt.	20,965	70,233
Hides. lb.	511,021	31,938
Honey. gal.	167,995	46,198
Horses and mules. No.	9	218
Lime juice. gal.	78,365	7,836
Logwood extract pkgs.	26,487	396,969
Pimento. cwt.	80,716	71,635
Rum. gal.	418,044	55,739
Sugar. cwt.	640,045	704,056
Skins, goat. lb.	137,332	28,610
Tobacco, cigars. "	153,224	63,698
" cigarettes. "	13,170	1,277
" leaf. "	10,979	759
Tortoise shell. "	2,336	1,322
Wood, bitter. tons.	1,052	1,841
" fustic. "	4,606	19,577
" logwood. "	35,794	139,596

SALES OF AUSTRALIAN WHEAT.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, March 6, 1919.—During the month of February important sales of wheat were effected by the Australian Wheat Board for shipment overseas. The sale of 36,000 tons was made to the Royal Swedish Commission upon the basis of 5s. 9d. (\$1.40) a bushel f.o.b. at port of shipment in Australia, the freight to be provided by the buyers.

The Indian Government completed transactions covering 39,000 tons at 5s. 6d. (\$1.34) f.o.b., the freight to be provided by the Commonwealth Government line of steamers. In addition to these direct sales to India, negotiations are now being made whereby, out of the British Government's stocks held in Australia, it is anticipated that 125,000 tons are to be shipped to the same destination. This represents a portion of the 3,000,000 tons which were sold by the Commonwealth Government to the Imperial Government at 4s. 9d. (\$1.16) per bushel.

The transfer from the British to the Indian Government account may possibly benefit the Australian producer as the British Wheat Commission agreed, at the time of the purchase of the wheat, that Australia should receive the profits on resales outside of Europe. The Australian Wheat Board announces further sales of 11,600 tons to the British Government at 6s. 2d. (\$1.50) per bushel and 6,000 tons at 6s. 10d. (\$1.66) f.o.b. Australian ports.

The following schedule outlines the oversea sales of wheat, and the f.o.b. prices thereon, made by the Australian Wheat Board, Melbourne, from January 1 to February 28, 1919, inclusive:—

	Tons.	F.O.B. Price.
To United Kingdom.. . . .	6,000	6s. 10d. (\$1.66)
United Kingdom.. . . .	11,600	6s. 2d. (\$1.50)
India.. . . .	39,000	5s. 6d. (\$1.34)
United States.. . . .	11,000	5s. 9d. (\$1.40)
Norway.. . . .	50,000	5s. 9d. (\$1.40)
Sweden.. . . .	36,000	5s. 9d. (\$1.40)
Total sales.. . . .	153,600	

If to the total sales of 153,600 tons indicated above, the addition of 125,000 tons (to be transferred from the stocks held in the Commonwealth on account of the Imperial Government to the account of the Indian Government), the aggregate of 278,600 tons of Australian wheat arranged for shipment oversea (in the first two months of 1919), represents a distinctly important realization in so short a period.

UNION OF SOUTH AFRICA GOVERNMENT RAILWAY BUDGET.

TRADE COMMISSIONER W. J. EGAN.

Cape Town. March 4, 1919.—The total combined capital of the South African Government railways and harbours to-day is £104,319,000.

The railway has a mileage of 9,542 miles, and the total staff employed numbered 69,984 men, of whom 35,983 are Europeans, 14,372 coloured, 2,568 Indians, and 27,051 natives.

The statement for the past year and the budget for the coming year was presented to Parliament by the Hon. Mr. Burton, Minister of Railways.

The current year ending on the 31st March next is expected to show a deficit of £1,062,000. The influenza epidemic increased expenditure by over £100,000, and it reduced earnings by about £550,000. Even with this unexpected setback the deficit is less than was expected, as the actual revenue of the year is £882,000 more than was estimated last year. The war bonus and increased pay to the employees has resulted in an expenditure of £714,000 more than was estimated for. Railway fares were advanced during the past year by 15 per cent. The number of passenger journeys last year was a record one, the total for the year being 49,968,482.

The coming year will start with a debit balance of £1,062,000; this will bring the total estimated expenditure for 1919-20 to £20,324,000, an increase of nearly £3,000,000 on last year's vote. The revenue, it is expected, will total £19,442,000. Weekly receipts for the coming year are estimated at £334,000, and that figure, or even more, is being received now.

A few paragraphs from the Hon. Mr. Burton's speech are submitted:—

"Last session a deficit of £1,169,396 was estimated for, and the House was then informed that it would be necessary to increase the railway rates in order to procure the necessary revenue, and from May 11 the rates were increased in consequence. The original estimate of the general railway revenue was £276,034 per week; but during the seven weeks preceding the outbreak of the influenza epidemic the weekly earnings amounted to £302,385, and at the end of September, half-way through the financial year, the traffic earnings were actually £397,915 in excess of the estimate, although the increased rate had only come into operation as from May 11. But the earnings fell off alarmingly immediately the effects of the epidemic commenced to be felt, and for the week ending October 26 they dropped to £186,933, the lowest figure recorded since Union, with the exception of the week ended January 17, 1914, during the strike, when they were £138,531, and the week ended September 26, 1914, just after

the outbreak of the war, when they were £183,370. He had, he believed, told the House on a previous occasion that it was calculated that the influenza epidemic was responsible for something like a loss of £550,000 to the railway revenue, and it was not until December that any signs of recovery became noticeable. From December onwards the revenue had again shown a very buoyant tendency, so that for the week ended December 31 the earnings amounted to £319,587. That was the highest weekly figure recorded from Union up to that date, but that was exceeded again on the under-mentioned dates: week ending January 18 of this year, £328,184; January 25, £323,000; February 1, £333,900; and February 8, £342,077, the record figures for the railways.

"The tonnage of goods and minerals other than coal, carried in 1918, was 6,720,244 tons. That was a record tonnage, exceeding the previous highest figure by 903,924.

"It was a remarkable feature in the movement of revenue that a heavy decline in imported traffic had been counterbalanced by a contemporaneous increase in South African internal traffic. A few figures would show this. In 1910 the tonnage of general goods, and mineral traffic other than coal carried by the administration, was 4,680,737, yielding a revenue of £6,463,161, which was equivalent to £1 7s. 7d. per ton. In the year ended March 31, 1918, the tonnage increased to 6,019,389 tons, but the revenue earnings from it were less than that earned in the year 1910, being £5,932,736, or an equivalent of 19s. 8d. per ton. There was therefore a reduction in the earnings of 7s. 11d. per ton. This movement was of course largely due to the increase in the industrial activity of the Union. The tonnage of imported overseas goods traffic to the competitive area of the Transvaal was 467,804 tons in 1913, and was approximately 205,000 tons in 1918. A similar reduction occurred in the imports for other areas. This lucrative traffic had either disappeared altogether or was replaced, generally speaking, by less productive internal traffic. This increase in internal trade and prosperity was better than that of many countries not at all affected by the war, and the result was such that might well be envied by other countries.

CONDITION OF ROLLING STOCK.

"A word about rolling stock. On January 25 last 27·33 per cent of their engines were out of traffic; in December, 1917, 25 per cent; and December, 1915, 26 per cent. Out of a total of 1,592 effective engines, 435 were out of traffic. Repairs were hampered by shortage of staff. Two hundred and forty-seven new engines were on order, and negotiations were proceeding for placing still further orders, and he hoped that the presence of the General Manager of Railways in England would assist in expediting delivery of these. Fifteen per cent of their coaching stock and 5½ per cent of their wagon stock were out of repair. They had ordered 423 new coaches and vans and 3,997 trucks, and they expected to have a fairly heavy delivery of those articles within the next few months. A very considerable number of those coaches and wagons would be built in South Africa.

"With regard to electrification, for some time past they had been considering the advisability of electrifying the more congested portions of the railways, and a prominent firm of consulting electrical engineers had been examining the position, and they are now busy preparing a report, and when it is presented the whole position would be gone into. If some of their railways were electrified, it would probably be an enormous improvement on the existing state of affairs.

"With regard to grain elevators, a committee was appointed in January, 1918, to inquire into the desirability of having elevators, and presented a report in July which unanimously recommended that elevators should be established at certain places in the country. The total scheme would involve an expenditure of £955,000. An expert consulting engineer connected with one of the largest firms in the world had been appointed to go into this question, and would probably arrive in about a month's time."

CHINESE MARKETS FOR CANADIAN PRODUCTS.

TRADE COMMISSIONER J. W. ROSS.

The figures for this report are from Chinese Customs returns for 1917, and values are stated in Haikwan taels. In order that values may be converted into standard currency, the following were the average rates which prevailed during the year:—

Haikwan tael 1 =	\$1.03 American and Canadian money.
=	4s. 3 $\frac{3}{4}$ d. English money.
=	Francs 5.94 French money.
=	Rupees 3.11 Indian money.
=	Yen 1.98 Japanese money.
=	Mexican dollars 1.63.

This exceedingly high rate of exchange is entirely due to the enhanced value of silver, which has not reached the figures now prevailing for a period of nearly forty years, and as the tael has no fixed value, with a rise in the price of silver the value of this medium must also increase. This will be referred to later on under the heading of exchange.

The total trade of China for 1917 reached the record figures of over \$1,000,000,000 gold. It must be pointed out, however, that these figures appear better than they really are, on account of the high values of local money, and that, in comparison with some former years, the actual bulk of trade did not materially increase.

For the six years 1912-17 the figures of China's total trade are set forth in the following table:—

Year.	Imports.	Exports.	Total.
	Haikwan Taels.	Haikwan Taels.	Haikwan Taels.
1912.. . . .	473,097,031	370,520,403	843,617,434
1913.. . . .	570,162,557	403,305,546	973,468,103
1914.. . . .	569,241,382	356,226,629	925,468,011
1915.. . . .	454,475,719	418,861,164	873,336,883
1916.. . . .	516,406,995	481,797,366	998,204,361
1917.. . . .	549,518,774	462,931,630	1,012,450,404

DISTRIBUTION OF FOREIGN TRADE (1917).

The portion of China's overseas trade for 1917 falling to each important nation is hereunder shown. Attention is called to the fact that these figures are not an exact demonstration of the actual proportion of each country's trade in normal times. In this table German, Austrian and Belgium trade is entirely eliminated. The trade of the British Isles has also been seriously curtailed during the whole period of the war, while that of the United States and Japan has in a reverse order markedly increased. The figures can therefore be only considered approximate, and should be read in conjunction with the return for 1914, taken from the *Weekly Bulletin* of April 3, 1916, page 636, which follows:—

The following tables show the distribution of the Chinese foreign trade for 1917:—

Country.	Haikwan Taels.	Haikwan Taels.	Haikwan Taels.	Per cent.
	Imported from.	Exported to.	Total Trade.	
Great Britain.. . . .	51,989,135	26,089,759	78,078,894	7.8
Hong Kong.. . . .	158,602,488	115,842,946	274,445,434	27.5
British India.. . . .	26,989,184	6,950,387	33,939,571	3.5
Straits Settlements.. . . .	6,877,792	6,674,852	13,552,644	2.2
Canada.. . . .	4,094,347	2,686,522	6,780,869	
Australia and New Zealand.. . . .	585,205	1,027,370	1,612,575	
South Africa.. . . .	15,839	41,891	57,730	
Total British.. . . .	249,153,990	159,313,727	408,467,717	41%

DISTRIBUTION OF FOREIGN TRADE (1917).—*Continued.*

Country.	Imported from. Haikwan Taels.	Exported to. Haikwan Taels.	Total Trade. Haikwan Taels.	Per cent.
Japan and Formosa	221,666,891	105,773,819	327,440,710	32
Korea	11,843,006	8,518,934	20,361,940	—
United States	65,960,777	94,786,229	160,747,006	16
Germany	—	50	50	—
Russia	11,217,735	49,750,506	60,968,241	6
France	2,309,160	25,536,079	27,845,239	2·7
Italy	467,999	3,905,824	4,373,823	—
Belgium	7,597	—	7,597	—
Holland	33,625	26,356	59,981	—
Scandinavian countries	655,076	1,690,325	2,345,401	2·3
Other eastern countries	13,892,240	12,203,595	26,095,835	—
All other countries	173,243	1,426,186	1,599,429	—
Total	577,381,339	462,931,630	1,040,312,969	100%
Less re-exports	27,862,565	—	27,862,565	—
Total net trade	549,518,774	462,931,630	1,012,450,404	—

DISTRIBUTION OF FOREIGN TRADE (1914).

The following tables show the distribution of the Chinese foreign trade for 1914:—

Country.	Imported from. Haikwan Taels.	Exported to. Haikwan Taels.	Total Trade. Haikwan Taels.	Per cent.
Great Britain	104,934,389	22,016,556	125,950,945	—
Hong Kong	166,498,763	93,399,758	259,898,521	—
British India	39,134,616	6,776,819	45,911,435	—
Straits Settlements	7,557,366	6,952,716	14,510,082	—
Canada	1,166,944	794,061	1,961,005	—
Australia	1,030,721	490,293	1,521,014	—
South Africa	42	36,127	36,169	—
Total British	320,322,841	130,466,330	450,789,171	49·5
Japan and Formosa	120,687,059	63,476,859	184,163,918	20·0
United States	40,782,835	39,860,875	80,643,728	9·0
Germany	14,103,969	10,272,817	24,376,786	3·0
Russia	21,916,262	41,494,168	63,410,430	7·0
France	4,938,557	22,862,317	27,800,874	3·5
Italy	776,416	5,287,584	6,064,000	0·7
Belgium	17,532,946	5,055,145	22,638,091	2·5
Holland	1,355,223	4,669,725	6,024,948	0·7
Scandinavian countries	1,987,942	901,764	2,889,706	0·3
Thirteen other countries	27,603,902	20,983,290	48,537,192	5·0
Total	572,057,970	345,280,874	917,338,844	—
Less re-exports	14,948,922	—	14,948,922	—
Total net trade	557,109,048	345,280,874	902,389,922	—

LEADING LINES OF IMPORTS.

What goes far to simplify trade with China is the fact that the goods which are in demand in one port are the same that are required in all. There are no special lines necessary for special markets, but all consume practically the same classes of foreign goods. Shanghai may be said to set the fashion in a way, but to a very limited extent, and only because it holds a larger foreign population than any of the other ports. Generally speaking, excepting in the machinery and metal trades and hardware, the quality of imported goods in greatest demand is not of the first class. A showy article at a low price appeals to the pocket and taste of the Chinese to a much greater extent than better goods of a higher value. This is shown to a marked extent in the numerous native shops which are engaged in selling foreign goods. Such shops are crammed full of miscellaneous collections of the cheapest kinds of goods: cheap hand-bags, umbrellas, raincoats, straw hats, mirrors, German and Austrian glassware

and clocks, and an innumerable multitude of Japanese fancy articles. The glaring appearance and cheap price of all such lines of goods are particularly enticing to the Chinese buyer, consequently they are sold in the streets and market places and in shops in large quantity. In the aggregate, however, this business is only incidental to the much more important and valuable trade in those commodities which are standard in all the markets of the world. Broadly speaking, China annually imports a little of almost everything that is produced in foreign countries, and a great deal of some of the products.

The following lines of goods are classed in customs returns as constant items of import:—

Cotton Textiles.

Shirtings, grey.
Sheetings, grey.
Shirtings, white.
Drills.
Jeans.
T-cloths, 31-in.
36-in.
Cambrics.
Lawns.
Muslins.
Fancy muslins.
Art muslins.
Cretonnes.
Prints.
Printed drills.
Crapes.
Sateens.
Cotton, Italians, black.
Coloured.

Turkey red cotton.
Dyed cottons.
Italians, figured.
Venetians.
Poplins.
Shirtings, dyed.
Cotton flannel.
Dyed.
Japanese cotton crape.
Cloth.
Velveteens.
Cotton Blankets.
Handkerchiefs.
Towels.
Yarn.
Thread in balls.
Thread in spools.

Union Cloth.

Alpacas.
Lustres.
Blankets and rugs.

Suitings.
Union, Italian.
Shirtings.

Woollen Goods.

Blankets and rugs.
Broad cloths.
Camlets.
Suitings.

Bunting.
Flannel.
Yarn and cord.

Miscellaneous Textiles.

Canvas and sail cloth.
Cotton duck.
Gunny and Hessian cloth.
Linen goods.

Plushes and velvets.
Silk piece-goods.
Plushes and imitation fur.
Upholstery fabrics.

Iron and Steel and Metals.

Brass and yellow metal.
Copper bars and ingots.
Wire.
Iron and mild steel:—
Anchors, anvils, castings, chains and forgings.
Angles and tees.
Bars.
Cobbles and wire shorts.
Hoops.
Joists.
Nail-rod.
Nails and rivets.
Pig and kentledge.
Pipes and tubes.

Plate cuttings.
Rails.
Screws.
Sheets and plates.
Wire.
Iron, galvanized: Sheets.
Wire.
Lead, in pigs and bars.
Tea and sheet.
Tinned plates.
White metal or German silver.
Zinc (spelter).
Sheets and plates.
Other manufactures.

Sundries.

Arms and munitions:—

Of war.

Sporting.

Bags of all kinds.

Bedsteads, iron.

Brass.

Belting, machine.

Biscuits.

Books, printed and music.

Engraved or printed.

Bricks and tiles.

Butter (including ghee).

Buttons, brass and fancy.

Candles of all kinds.

Candle-making materials:—

Candlewick.

Stearine.

Carpets and carpeting.

Casks, etc., empty.

Cement.

Charts, maps, pictures, and other products of the graphic arts.

Cheese.

Cigarettes.

Cigars.

Clocks and watches.

Clothing, hats, etc.

Confectionery (not including cocoa and chocolates).

Cordage.

Covers, bed and table.

Cutlery and electro-plateware.

Dyes, colours and paints.

Aniline.

Indigo, artificial paints and paint oil.

Electrical materials and fittings.

Felt and felt sheathing.

Flour.

Fruits, dried.

Fresh.

Gas fittings.

Gasolene, benzene, naphtha, petrol, etc.

Ginseng.

Glass, window.

And glassware.

Hardware.

Haberdashery.

Honey.

Hosiery.

India-rubber and gutta-percha:—

Manufactures of all kinds (including shoes and boots).

Instruments, musical, automatic.

Pianos, etc.

Instruments and apparatus, scientific (including medical, optical and surgical).

Jewellery, real and imitation (including gold-ware and silverware).

Lamps and lampware.

Leather.

Manufactures of (not including machine belting and shoes and boots).

Imitation, and oilcloth (not including oil-cloth for flooring).

Looking-glasses and mirrors.

Macaroni and vermicelli.

Machine tools.

Machinery:—

Agricultural.

Propelling (as boilers, turbines, etc.).

For the textile industries (as carding, colour-printing, weaving, spinning, etc.)

For brewing, distilling, sugar refining, etc.

Other kinds, and parts of machinery.

Machines, embroidering, knitting and sewing.

Margarine and artificial butter.

Matches.

Medicines (including cocaine and morphia).

Milk, condensed, in tins.

Molasses.

Needles.

Oil, kerosene.

Oils, lubricating.

Vegetable.

Paper (including cardboard).

Perfumery and cosmetics.

Photographic materials.

Printing and lithographing materials.

Railway sleepers.

Safes and strong-room doors.

Scales and balances.

Shoes and boots, leather.

Shooks for making casks.

Soap, and materials for making.

Soda.

Stationery.

Stores, household.

Stoves and grates.

Telegraph and telephone materials.

Timber, hardwood.

Softwood.

Toilet requisites.

Tools, hand.

Toys and games.

Trunks and suit-cases.

Umbrellas.

Varnish.

Vehicles:—

Locomotives and tenders.

Railway carriages and wagons (including tramcars).

Traction and road engines.

Motor-cars.

Motor-cycles.

Velocipedes (bicycles, etc.).

Other kinds.

Waters, aerated and mineral.

Wines, beer, spirits, etc.:—

Beer and porter.

Spirits (not including spirits of wine).

Wines.

Other beverages.

Wood-pulp.

Woods of all kinds not otherwise enumerated.

Woodware.

What Canada Can Supply.

A careful study of the foregoing rather long list of articles which find a market in China, must show that there are many lines of goods which Canada is in a position to furnish and to compete for the trade along with other nations. On the other hand, there are several commodities which are quite outside the resources of Canada to furnish, and consequently it would be a waste of energy, and an expense, to endeavour to form a business connection in China in those lines. It is also to be pointed out

that there is no market in this country for threshing machines, steam or traction ploughs, stump-pulling machines, washing machines, churns, wire fencing, barbed wire, canoes or rowing boats, rubber overshoes, and for very little agricultural machinery of any kind; but there is a sufficiently large class of other lines of goods and manufactures which Canada can supply, and in which there is fairly large trade and a more or less constant demand in all the markets.

LISTS OF IMPORTERS.

The writer has prepared an alphabetical list of well-established firms of shippers and importers in the leading ports of China which can be obtained by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 23019.

COTTON GOODS.

The preponderance of the trade in cotton textiles and cotton yarn over all other commodities is a marked feature of China's import trade. China and India are the greatest markets in the world for cotton goods; and it has been through the demands of those markets that the immense cotton industries of Manchester and Lancashire have been built up. At one time Manchester goods were the only item of foreign manufacture of any account that found a market in this country. Cotton cloth and Manchester piece-goods represent one-third of the total importations of foreign goods into China; it can therefore be well understood why the piece-goods trade bulks so largely in all trade returns and consular reports from this country. Generally speaking, the volume of transactions in Manchester goods is a fair index of general trade conditions during any particular year, for when the piece-goods trade is flourishing then all other lines are usually active and business in the interior is good. The purchasing power of the people for the time being is shown in this way to be enhanced, or exchange is favourable to imported goods, or stocks in the interior are low. It would seem that cotton cloth is the one article of foreign manufacture which the Chinese can least do without, and the demand appears to be less affected by the cost of the article than by the other factors mentioned above. The conclusion would be that the market is capable of absorbing great quantities of such goods, and there is always a demand when conditions are favourable. Great Britain until within the past few years had this business almost entirely to itself. The old British firms in China confined themselves almost exclusively to this trade, and at the present time cotton goods represent 65 per cent of the total trade of Great Britain with this country. For a number of years the United States also obtained a considerable share of the piece-goods business, particularly in the heavier makes of sheetings and shirtings, but within recent times American cotton cloth has almost entirely disappeared from these markets, having given place to Japanese cloth of similar texture. In common with many other lines of goods, Japanese trade in cotton cloth is annually increasing in China. In Manchuria also the special privileges which Japan enjoys in those markets has almost given that country a monopoly of the important piece-goods trade of those northern districts. With the increased installations of looms in Japan, and with correspondingly increasing output of cotton goods, and with the added product of the mills in China, it is hardly likely that British trade in cotton cloth will increase, but may possibly decline with coming years.

The following table will show the proportion which cotton goods bear to the total import trade of China for the five years, 1913-17:—

	Total Net Imports. Haikwan Taels.	Total Cotton Goods. Haikwan Taels.	Per cent.
1913.. . . .	570,162,557	182,419,023	32
1914.. . . .	569,241,382	183,328,473	32
1915.. . . .	454,475,719	149,300,513	33
1916.. . . .	516,406,995	136,679,386	26
1917.. . . .	549,518,774	158,950,267	28

SOFTWOOD TIMBER.

The extent and value of the timber trade of China has been often referred to in different trade reports from this office, and figures have been given from time to time to show the importance of this trade. The following extracts taken from the report of Mr. Carl L. Seitz, managing director of the China Import and Export Lumber Company, before the Chinese Customs Tariff Commission, will be found of great value, giving in the words of an expert, who has spent the whole of his business life in the China timber trade, his opinions upon the future prospects of the business.

"Virgin timber-stands exist in China only where the topography is such as to render it commercially inaccessible or else in territory so poorly watered that farmers have found no inducement to destroy the timber in order to cultivate the land. The latter condition applies to the forests of North-east Manchuria, which may, however, be opened up in due course through the development of railway communication and transportation. These North-east Manchurian woods will be absorbed within the province where they are exploited and will not, under normal trading conditions, find a market in Central or South China, although to a limited extent they may be marketed, through Tientsin, in North China.

"The small sized timber and poles obtained from second growths or cultivated forests found in scattered patches of hill country in Central and South China can be assumed, under normal conditions, to suffice for local native requirements in the territory where they grow.

"Woods suitable in size and length for substantial construction work, such as factories, foreign style buildings, railway bridges and track, etc., etc., as also for ship-building, must be imported from foreign countries. The development in commercial enterprise, not only in the treaty ports, but also the interior of China, and the prospective requirements for railway construction, clearly indicate that the importation of foreign wood will become steadily greater as time goes on. Whilst temporary difficulties resulting from war, shipping and finance conditions, have put a brake on importations during the past three years, the market demand for foreign wood has continued strong and steady despite increases in selling values to rates which should have the effect of putting a stop to enterprise in new construction work.

"It is certain, therefore, that as soon as normal conditions again obtain after the war is over the volume of trade in imported woods will exceed all past records."

VOLUME OF THE TIMBER TRADE.

The year 1917 was abnormal in many ways, and tonnage almost impossible to obtain. The import returns for timber entering China are shown to have greatly diminished. This, however, must be considered only a temporary condition, due principally to the demands of the war. The following table of total timber imports for the four years 1914-17, with countries of origin, are a fairly good index of extent of the trade, although showing great fluctuation in different years:—

	1914. Square feet.	1915. Square feet.	1916. Square feet.	1917. Square feet.
United States.. . . .	80,413,431	34,847,656	25,753,626	17,264,510
Japan.. . . .	94,721,108	29,289,169	179,470,366	33,994,754
Canada.. . . .	129,915	2,841,615	1,803,426	9,958,007
Russia, land frontier and Pacific ports.. . . .	4,487,914	2,474,992	9,270,596	5,026,661
Korea.. . . .	1,344,835	1,576,768	7,477,988	11,097,496
All other countries.. . . .	2,872,655	2,145,121	628,049	618,325
Total.. . . .	183,969,858	73,175,321	224,404,051	77,959,753

The above figures are interesting, as showing the manner in which Japan has been able to take advantage of her favourable position in respect to shipping; thus in 1916 that country secured 80 per cent of the total trade. The figures for 1917 have also

a special interest to Canada; our sales of timber to China last year were nearly 10,000,000 square feet, being the greatest quantity that we have ever supplied to this country in any one year, as far as the returns show.

RAILWAY SLEEPERS.

The demands for sleepers for Chinese railways must ever be annual and constant, not only for new construction but to replace others which have become worn out. The following figures will show the volume of the demand within recent years, which is only a moiety of what must before very long be required. At the present time Japan is able to compete for and secure this business in face of all competitors. There seems to be an ample supply of timber in the northern islands of Japan, and along the Yala river in Manchuria, which serves very well for the purpose of railway sleepers, and the comparatively close proximity of this wood to China and the cheapness of labour, places Japanese shippers in a position to undersell either Canadian or American millers in the China market.

TOTAL IMPORTS.

	Pieces.	Value. Hk. Tls
1914.....	2,933,897	2,998,300
From Japan.....	2,583,864	—
1915.....	1,694,260	1,557,108
From Japan.....	1,648,837	—
1916.....	1,746,601	1,874,801
From Japan.....	1,724,126	—
1917.....	1,051,441	1,084,480
From Japan.....	1,020,482	—

Comparing value with pieces, it will be seen that the average c.i.f. price per piece was approximately Haikwan tael 1 or in 1917, \$1 C.C. per piece.

BARREL STAVES AND HEADINGS.

Shooks for barrels and casks is an important trade; the value in 1917 amounting to over \$1,000,000 C.C., nearly all of which were supplied by Japan and the United States. Hankow and Dairen are the chief importing centres where the barrels are required in the shipment of bean and other vegetable oils to foreign countries. The shooks are received in bundles, every stave being numbered, and the portions necessary for each barrel being wired separately, so that a Chinese cooper has no difficulty in putting the barrel together in a very short time.

In respect to other woodenware, such as tubs, buckets, churns, etc., there is no demand for the foreign-made articles in this country. The Chinese make their own in great variety, which serve their purposes very well and are much less expensive than the imported article would be.

PAPER AND CARDBOARD.

The paper trade of China is a constant and increasing business, and the difficulties which dealers have experienced during the past year in obtaining supplies were very seriously felt. This alone accounts for the diminished value of imports in 1917. The following are the figures for the four years 1914-17:—

	1914. Hk. Tls.	1915. Hk. Tls.	1916. Hk. Tls.	1917. Hk. Tls.
Total Imports—				
Quantity and value.. . . .	5,741,094	4,620,140	8,352,680	5,648,156
Value only.. . . .	937,547	1,715,884	1,327,396	704,512
Total.. . . .	6,678,641	6,336,024	9,680,076	6,352,668

The Chinese are said to have been the first people to produce a writing surface from vegetable and other fibres beaten to a pulp and compressed into sheets; therefore

the industry of paper-making has existed in this country for many hundreds of years. The processes employed by Chinese paper manufacturers even to-day are still extremely primitive, and they are unable to produce by their methods the classes of paper demanded in modern printing establishments, particularly printing papers and newsprint.

Chinese newspapers are already numerous and still increasing. Every provincial capital and many of the other large cities have their native press. The principal newspapers are in Shanghai and Peking—the *Sin Wan Pao*, of Shanghai, has a daily circulation of 50,000 copies—it will therefore be seen that newsprint is the class of paper in greatest demand. The requirements of this market are, however, somewhat different from that obtaining in other countries: the demand is for a thin paper which gives a greater number of sheets to the pound.

IMPORTED PAPER.

The classes of foreign paper in most demand consist of the following varieties: Machine glazed cap; cap, one side calendered; printing paper, calendered; printing paper, uncalendered; printing paper, coloured; newsprint, cheap qualities; cover and art paper; glazed and tissue paper; kraft and wrapping papers; strawboard.

Machine Glazed Cap.—This is a paper which is manufactured particularly for the China market, and heads all other varieties in import returns. Samples sent to several manufacturers in Canada brought forth replies that this class of paper is not produced by any of our mills.

M.G. cap is almost a tissue paper and to understand the large demand for this unusual class one needs to be familiar with Chinese forms of books and pamphlets.

A great many Chinese books, pamphlets and folders are printed with uncut leaves, the printing being only upon one side of the paper, the interposing pages being blank; thus each leaf of a book is really two leaves, and this tissue-like paper known as M.G. cap is employed for the purpose.

M.G. cap comes in sheets 25 by 44 inches, 500 of which weigh 16½ pounds. This paper was furnished to China in large quantity before the war by Norway and Sweden, and to a lesser extent by Germany and Austria.

Foolscap Paper—16½ by 27 inches, 480 sheets weigh 32 pounds.

Printing Paper.—Glazed, 27 by 40 inches, 500 sheets weigh 60 pounds; 31 by 43 inches, 500 sheets weigh 70 pounds. Unglazed, 27 by 40 inches, 500 sheets weigh 60 pounds.

These papers are employed for the better class of books, and books printed in English, and account books for foreign business houses and banks.

Printing Paper, Coloured.—Pink, green, yellow and orange are used for posters, street advertising, dodgers, etc., and may be glazed on one side, but mostly unglazed.

Cheap News Print—31 by 43—500 sheets weigh 37 pounds. Other sizes 27 by 40 and 25 by 35. This class of paper has a large sale, as it is this quality which is used for Chinese newspapers. It is also made use of for posters and hand bills, express notices and street advertising, for Chinese account books, scribbling pads, etc., as wrapping paper in silk shops and as lining for tea boxes, and for many purposes.

Cover and Art Paper, glazed and embossed, is much employed for covering fancy boxes and for making Chinese envelopes.

Glazed and Tissue Papers are used for making paper ornaments and artificial flowers, and for many other purposes of a similar nature. They come in white and in many bright colours.

Kraft and Wrapping Papers have a fairly large sale, but no actual figures of imports can be obtained. It can only be stated that the demand for this class is much under that for printing papers.

Strawboard is imported in large quantity almost entirely from Japan. Strawboard comes in all weights and is purchased by the ton.

WOOLLEN TEXTILES.

China imports annually a certain quantity of woollen textiles; the trade is not large, but will probably increase. Excepting the comparatively small amount required for the demands of the foreign population, the quality called for is not of the best. Some samples of kahki serge, which were received from a Canadian manufacturer, when submitted to the dealers, were rejected as being far too dear for this market. Japanese mills turn out goods similar in appearance at half the cost, but of course correspondingly inferior in quality; nevertheless such goods suit this market, where the price is usually the controlling factor. Light and heavy beavers, meltons, serges and suitings are mostly required, and woollen and union blankets meet with a fair demand.

IRON AND STEEL METALS.

The above represents next to cotton textiles, kerosene oil and cigarettes, the largest item appearing in Chinese customs returns, the total imports for four years, 1914-17, being as under:—

	Haikwan Taels.
1914.	29,136,736
1915.	18,076,361
1916.	28,059,445
1917.	25,168,262

A very extensive list of articles go to make up the above classification. Some of the items of this numerous class have no particular interest to Canadian shippers but the trade in the following lines is always active:—

Iron and Mild Steel—New.

Anchors, anvils, castings, chains and forgings.	Pipes and tubes.
Angles and tees.	Plate cuttings.
Bars.	Nails.
Cobbles and wire shorts.	Screws.
Hoops.	Sheets and plates.
Joists.	Wire.
Nail rods.	Ships' plates.
Nails and rivets.	

Iron and Mild Steel—Old.

Galvanized sheets.	Galvanized wire.
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Metals.

Copper, ingots and slabs, for minting.	Zinc, spelter.
Copper, bars, rods, sheets, plates, nails and wire.	Zinc, sheets and plates.
Lead, in pigs and bars.	Galvanized sheets, corrugated and plain.
	Tinned plates.

GENERAL HARDWARE.

The question of the extent and value of the market for general hardware in China is open to much conjecture. As yet the market is chaotic and undeveloped. It must be constantly borne in mind that China is not an industrial country, the great majority of native industries are those of a domestic nature, and the tools which are in use by the workmen are also mostly of home manufacture. A Chinese carpenter uses his own form of axe or hatchet which also serves him as a hammer; his own kind of saw and planes, and his own rules and measures. In the interior, nails are still manufactured by hand, and scissors, razors and choppers the same. The domestic requirements of hardware in a Chinese household of the middle and lower classes are meagre in the extreme, often consisting of two or three cooking pots and a chopper, the latter being the universal instrument for all culinary pur-

poses. Vegetables are peeled and chopped by its aid, fish are scaled and cleaned, and meat chopped by means of this instrument. Knives and forks are not employed in any house high or low, but are always to be found in native hotels. Chop sticks are in universal use; these with some bowls and cups constitute the table requirements of an ordinary Chinese family. Nevertheless it is to be pointed out that this is a country of 400,000,000 people, and even in small articles great quantities of foreign hardware in the aggregate must be consumed. Everywhere one goes in the towns and cities in the interior, there will be found many shops in which hardware of some sort is for sale. These are usually small articles such as coat hooks, foreign nails, brass screw eyes and tacks, screws, padlocks, etc.

OPENING FOR A WHOLESALE HOUSE.

The trade in general hardware in China is very badly organized or not organized at all, but is still conducted on the methods of a quarter of a century ago. Every foreign firm in China with very few exceptions imports hardware, and through their compradores and selling shroffs this is sold to the small native dealers. In this way there are scores of foreign importers of hardware in China, and in Shanghai alone there are hundreds of shops, small and large, in which hardware is sold. Every furniture store and every grocer and general storekeeper sells hardware, and in addition numerous ship chandlers and exclusive hardware shops. But with all this there is no proper wholesale or jobbing house exclusively confining its business to hardware, and there should be an excellent opening in Shanghai for such a business. The present importers bring in hardware along with the many other lines in which they are engaged—piece-goods, soap, leather, machinery, whisky or anything—consequently the trade receives no special representation.

RETAIL TRADE.

The retail trade in hardware, as in most other lines of goods in China, is in the hands of native dealers, and, as before pointed out, hardware in many shops is mixed in with many kinds of goods. There are, however, some native shops in which hardware is exclusively sold. On the Broadway, Shanghai, will be found a number of native metal and hardware dealers, many of them in a large way of business and carrying heavy stocks.

FUTURE OUTLOOK.

The present-day condition of the hardware trade is no index of what the future will have to offer. Industrial enterprises in China must soon be put under way. Railways must be built, and agricultural methods vastly improved, if China is to make any headway at all, and the hardware trade must also expand through the needs of those enterprises.

Broadly speaking, there is some demand in China for almost everything which is usually classed as hardware. The demand in some lines, however, must for a long time be only casual, and would not be sufficient to justify a dealer in carrying stocks. This is true of building hardware of high-priced and artistic nature, for a demand for this class could only exist in Shanghai and two or three other cities.

The following is a list of articles which are in fair demand, and in which the trade must eventually increase, leaving out iron and steel and metals already referred to:—

Bath room fittings.	Lamps—kerosene.
Brass valves and cocks.	Leather, upholsterers.
Buckets, galvanized iron.	Leather, imitation.
Cash boxes.	Pipes and fittings.
Chains (no great demand).	Pipes, wrought iron.
Chisels.	Pipes, cast-iron.
Cold chisels.	Pipe fittings.
Coat hooks, iron, japanned.	Pipe cutters.
Coat hooks, brass.	Pocket knives.
Cabinet hardware, drawer pulls, etc.	Pumps, force.
Door handles.	Padlocks.
Door hinges and butts.	Razors.
Door locks.	Rivets.
Enamelled ware—hand basins, cups, jugs, chambers, etc.	Rules.
Emery cloth and sand paper.	Screws.
Emery wheels.	Screw eyes.
Files.	Sash fasteners—French pattern only.
Gimlets.	Scales and balances.
Hair clippers.	Scissors and shears.
Hammers.	Squares.
Harness and saddlery.	Saws and saw sets.
Hoop iron—for boiling cotton, hides, etc. (large demand).	Screw drivers.
Hose—hemp, canvas, and rubber.	Shovels.
Iron bolts and nuts.	Tapes.
Lanterns, ships and other.	Tool handles.
	Vises.
	Wrenches.

It is to be borne in mind that Shanghai is a great shipping port, and much ship chandlery is required. The shipyards and the numerous mills and factories in this port must also be in daily need of many articles of hardware. The same opportunities exist to a less extent in Hankow and Tientsin and Hong Kong. In the aggregate the hardware business of this country is most important, and is certain to greatly increase with the coming years.

PAINTS AND PAINT OIL.

Practically all the paints and lead imported into Shanghai, and presumably into the other ports of China, are of English manufacture. Paints are imported in base colours ground in oil, red, green, yellow, blue and black being the order of relative importance, the Chinese painters prefer to mix their oil and turpentine to suit themselves. Ready-mixed paints are not in demand, but there would seem to be no reason why a certain amount of trade should not be worked up in paints of this class. White lead and zinc are almost entirely of English manufacture. The c.i.f. cost of white lead before the war was about \$5 C.C. per hundredweight. A higher grade of white lead and zinc costs \$8 to \$8.50 C.C. per hundred weight c.i.f. There is a large demand in all eastern markets for distempers for washing walls, for wall paper is not in vogue. Marine paints and rust preventatives for ships' bottoms have also a large sale. Coach and other varnishes are also in demand to a limited extent.

ENAMELLED WARE.

A considerable and increasing demand for enamelled ware exists in all the China markets. The patterns in greatest demand consist of wash basins, jugs, cups, plates, tea kettles, chambers, cuspidors, spoons, etc. Every Chinaman when he travels carries his own wash basin with him, for Chinese hotels and inns are not provided with such conveniences. Austria, Germany and Japan before the war had practically all of this trade, and since the war Japan has succeeded to the business of the two former countries. The quality is the very cheapest possible, and many of the articles are highly decorated, with gaudy flowery designs. Others come in pale pink, deep blue, and plain white. The quality of enamelled ware produced in Canada is far too good for the

China market, and could not be sold at the price the quality should demand. To obtain any of the China trade in enamelled ware a special cheap quality would need to be manufactured, in order to compete with the countries now holding the trade. A certain small demand exists among the foreign residents in China for granite ware of good quality, meat roasters, boilers, saucepans, and other cooking utensils being the articles mostly required.

GENERAL MACHINERY.

No better proof of the backward condition of China's industrial progress could be shown than in the small volume of imports of general machinery. About the only classes of machinery for which there is any demand are machinery for flour mills and cotton mills. Those are the only two classes of manufacture that can really be said to be flourishing in China. Although 75 per cent of the people are agriculturists, yet there is no sale here for agricultural machinery. The Chinese farmer is wretchedly poor; his land holding consists of a few acres only, from which he and his family by the most labourious toil barely manage to exist. He never gets sufficiently far ahead to be able to purchase machinery, and would have no great use for it if he had it. The ship-building and engineering works manufacture their own engines and boilers. There is some demand for lathes, also for winches and hoisting machinery, and gasoline motors are coming into use. It is difficult to understand how China can hope to improve the economic condition of its people unless by industrial methods. At present there is no outlet for the people's activity, and not sufficient work to go round, consequently many millions are either out of work a great portion of the time, or working at unremunerative wages. It is plainly evident that some improvement must take place sooner or later, and more mills and factories be established, and then more machinery will be required.

ELECTRICAL MACHINERY AND FITTINGS.

For some years preceding the beginning of the war, considerable activity was shown in the demand for electrical machinery and fittings in China. This was one of the fields of enterprise in which the Germans were most active, and due to their pushing methods and granting of credits, many interior cities and towns became installed with electric light plants. During the past four years this business has ceased to a great extent, the high cost of equipment and the difficulties of obtaining supplies being the cause. Whatever new installations were made within that period were mostly furnished by Japan. The fashion for lighting their cities by electricity having thus been established among the Chinese, it is quite certain that the practice will continue and extend, as there are many hundreds of large towns in China, the future of the business in this country is promising. Small dynamos are in demand in Shanghai, for rice cleaning mills, small flour mills, machine shops, printing offices, and small factories generally, the Municipal Electrical Department supplying the power to all such consumers at a very low rate. Competition in this business is keen, and all the large manufacturers in England, the United States, and Japan have direct representation in Shanghai.

SEWING MACHINES.

Sewing machines are coming into fairly general use in China even among the lower classes. A certain American company sells practically all the sewing machines used in China. This company maintains agencies throughout the whole country, and by selling their machines on the hire purchase system are doing an extensive business. They accept payment as low as two dollars Mexican per month, and as soon as the initial payment is made, the machine passes at once into the possession of the purchaser, and is available for use. In this way the women of many poor families are able to add to the general income of the household by taking in domestic and other sewing. It would seem that this business is capable of much expansion by other companies along similar lines.

MEN'S CLOTHING AND BOOTS AND SHOES.

No great demand for men's readymade clothing can be expected in China for a very long time. The great mass of the people still dress in the native style, and while many young men have adopted foreign clothing it is all made locally by Chinese tailors, who are to be found in all the ports of China where foreigners reside.

A certain demand exists for boots and shoes, men's and women's, for the foreign population only. The demand is supplied by the different drapery stores which act as agents for well-known manufacturers in the United Kingdom and the United States. There are many excellent Chinese and Japanese shoemakers in Shanghai and the other large ports. They can turn out boots and shoes to any pattern that is required and are freely patronized. Many Chinese are wearing foreign-style boots and shoes, which are all made by hand by native workmen. The leather employed for this class of footwear is usually of inferior quality, but the price of the boots is not more than half that of the imported article.

TINNED VEGETABLES AND FRUITS.

The great demand which exists in Canada and the United States for the numerous kinds of canned provisions produced in those countries has no counterpart in China; this is noticeable even on the tables of the foreign population and in the leading hotels. The slight interest that is taken in the cooking and preparation of vegetables for the table in this country is appalling. Chinese cooks seem never to have been taught how to cook vegetables; even the potatoes are not properly cooked, but are served in the same fashion year after year. The people go abroad, but never bring back any new ideas how to prepare food. One rarely gets the delicious tinned tomatoes, corn and peas that are procurable at home; but instead cabbage, spinach and string beans of native growth are served *ad nauseam*. Among the members of the American community and certain others, other vegetables are not infrequently found on the tables, but the great majority of the foreign residents do not understand vegetable cooking, or are indifferent to it. This is unfortunate in a country in which one is obliged to decline any green thing that is uncooked. An article for which there is a large demand is white California asparagus; this is very much in vogue for dinner parties, either hotel or private. It is served as a separate course and may be eaten either cold or hot.

Tinned Fruits.—Peaches, pears, plums, grapes, etc., are in rather more demand than vegetables and as this class of luxury appeals to the taste of the Chinese, the trade should further expand. Evaporated fruits, apples and peaches meet with only a small sale.

JAMS AND JELLIES.

Jams and jellies are always in demand wherever English people reside, for such are an indispensable constituent of an Englishman's breakfast. This class includes also oranges, marmalade and honey. The Chinese also appreciate this form of food, consequently there will always be a market of certain value in this country for all such articles.

CONDENSED MILK IN TINS.

The raising of domestic cattle in China, except for meat or as beasts of burden, seems never to have been practised, and the people have never engaged in dairying as an occupation. They do not use milk in any of their culinary operations, and native butter and cheese are unknown. There is no evidence to show that the Chinese are soon likely to change their customs in this respect even while recognizing the value of milk as a diet, and will probably continue to import large quantities of foreign tinned milk year by year.

Many countries are engaged in supplying this market with tinned milk, but the United States furnishes practically 50 per cent of the total imports.

Canada's quota is not of great amount, but for several years we have furnished a portion of the demand and the market is always open to further expansion.

To compete successfully for a portion of this trade in China, the main essentials are to produce a good article and to establish a brand. Once the brand is established which shows that the contents of the tin are correct, and the price right, the article can be sold for all time on its name. Certain brands of tinned milk and cream have been sold in China for the past twenty years, and their sales are annually increasing. Dealers refuse to introduce a new brand of milk unless they can be assured that they will be able to receive the same article indefinitely.

OTHER TINNED FOOD.

There is a fair demand for other forms of tinned food, such as corned beef, ox and sheep's tongues, bacon and ham, and sausages. These are very popular with travellers in the interior of the country, surveying and prospecting parties, and explorers.

BISCUITS AND CONFECTIONERY.

English and Australian biscuits have a large sale not only among the foreign population but with the Chinese. The trade is expanding and must continue to increase. Canadian manufacturers could no doubt obtain a portion of this business if they had some representation here, and would study the needs of the market. The trade in foreign confectionery is also increasing, and there is always a demand—particularly in the winter months and at the Christmas holidays—for high-grade chocolates and other sweets in fancy boxes.

FRESH APPLES.

A few carload lots of Canadian fresh apples are regularly received in Shanghai every winter. They have usually opened up well, and are much appreciated and meet with a ready sale. When ocean freights again descend to reasonable figures this trade should materially increase in the season.

SOAP.

The sale of soap in China largely depends upon the cost. It would appear that Great Britain is able to produce the quality of soap that is in greatest demand in China at a lower cost than any other country, and consequently receives the bulk of the trade. Great Britain and Japan together furnish practically the whole of the foreign soap imported into this country. Imports do not appear to greatly change from year to year, the returns for the past five years being practically the same. This may be accounted for by the fact that China produces much soap within the country. Soap factories have sprung up in many places within recent years. Shanghai, Hankow and Tientsin are the chief manufacturing centres, but factories are also in operation at many other points. This and the kindred industry of candle-making go far towards supplying a large share of the demand for both commodities.

It is not improbable that within a few years China itself may be a large exporter of soap.

A combination of some of the larger manufacturers in Great Britain has recently purchased an extensive area of land on the water front at Shanghai, the intention being to engage in the manufacture of soap on a large scale. The remarkable development of the vegetable oil industry in China, and the presence of much tallow and other fats in the country insuring an abundance of the necessary materials on the spot, are looked upon as favourable to the successful promotion of the industry in this country.

MATCHES.

Foreign matches to the value of about \$5,000,000 Canadian currency are imported into China every year, and Japan furnishes practically all. Canadian manufacturers could without doubt participate in this business if the right kind of effort were made, yet Japan occupies a most favourable position in respect to this trade. Labour is reasonably cheap and raw material is abundant; factors which must make it exceedingly difficult for other countries to compete.

WHEAT FLOUR.

The position of the foreign flour trade with China is full of uncertainty, and the prospects of the trade in future years is one of pure conjecture. At the present moment the situation is that instead of China being a large importer of wheat flour as was the case five years ago, this country has gradually attained to the position of an important source of the world's wheat supply. As will be shown in the chapter on Agriculture in China, notwithstanding the most primitive methods of farming, the wheat crop of China last year was sufficient to supply all the needs of the country in flour, in addition to exporting a considerable quantity of wheat to England, and a large quantity of flour to Hong Kong, Java, the Philippines, and to Singapore and French Indo-China; and had it not been for the very high freight rates which prevailed during the year, Shanghai milled flour would have been found for sale in Vancouver. This from a country which in 1913 imported 1,780,000 barrels of flour at a cost of over \$6,000,000 C.C. It is true that a certain quantity of Japanese flour was imported into the northern ports of the country—Antung, Dairen and Tsingtao; but this was more than offset by the large volume of exports of flour from Shanghai to southern countries. The outlook for the China import flour trade is therefore not very encouraging to Canadian millers, and it will probably be difficult for Canadian, American or Australian flour soon again to compete in price with the flour of far eastern countries. The quality of the former is of course higher grade, but that is not of sufficient importance with the Chinese consumer to make up for the difference in cost. It must be borne in mind that Japan and Korea are becoming extensive producers of flour, and Siberian flour must also some day come into this market. The outlook is therefore not sufficiently promising to justify a very hopeful attitude towards a large market in China for Canadian flour, unless prices become materially reduced at home.

MOTOR CARS.

Until some further extension of suitable roads is put under way in China, this market for motor cars and similar vehicles cannot be of much account; for there are no roads whatever in China excepting a few of short distance around about three or four of the treaty ports. In Shanghai and its vicinity there is a fair mileage, constructed not by the Chinese but by the foreign settlement municipal council, and motoring is very freely indulged in by the foreign residents as well as by the Chinese. Road construction in and about Peking has within the past three or four years greatly developed, and it is now possible to motor fairly long distances over new and excellent roads, and to visit historical places which formerly could only be done on horse back or in carriages. Tientsin has also a few miles of roads, and Tsingtao has quite a number of miles of excellent roads which were built by the Germans. The principal markets for motor cars are therefore Shanghai, Peking, Tientsin and Tsingtao. Garages are to be found at all places, and the Peking demand should increase, on account of the large tourist patronage. However, the sale of motor cars in China must depend entirely upon the construction of roads, and as the latter increase so must the demand for motor cars also increase. Total imports at present represent from 300 to 400 cars per year, mostly of American manufacture.

A JAPANESE BANKER'S REVIEW OF ECONOMIC CONDITIONS IN THE EAST.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, March 28.—The subjoined address given by Mr. Junnosuke Inouye, President of the Yokohama Specie Bank, Limited, at the 78th Ordinary General Meeting of the shareholders on the 10th March, will be of interest:—

Although, owing to the continuously flourishing condition enjoyed by our foreign trade and industries, transactions of every kind increased and general prosperity was experienced in the economic world, still, on the other hand, the prices of all commodities also advanced, more especially in the case of rice, the price of which reached a record figure and led to rioting in many places in August, creating uneasiness among the general public which was added to by the dispatch of troops to Siberia (a step which it had been feared would be necessary), while the several rumours of peace which were cabled here also assisted in keeping things unsettled, with the consequence that our economic world adopted a cautious attitude towards future transactions. As a result, when the report of the unconditional acceptance by Germany of the terms of the Armistice was received here in November, the news did not cause any great disturbance so far as the economic world was concerned. Still, drugs, chemicals, dye-stuffs, steel and iron, etc., in which a prosperous business had been done during the war, depreciated considerably, and with war industries becoming quiet and the value of ships and charter rates suffering an exceptional decline, a few failures resulted.

As regards the money market, international financial conditions were continuously favourable to Japan, and the Government made two issues of Exchequer Bonds to a total amount of yen 200,000,000. In addition, the Industrial Bank of Japan placed on the market guaranteed industrial debentures to the extent of yen 50,000,000 and French Government Treasury Bills amounting to a like sum, and although funds for the establishment of new industries and the expansion of old ones were provided, scarcely any effect was produced, with the exception that the Bank of Japan, having in view the future of the money market, raised the official rates by 2 *rin*¹ both in September and November. The banks in the principal cities held a conference and came to an agreement in regard to uniform deposit rates, by which they succeeded in eliminating the keen competition which had been in existence for many years. Owing to the prosperous economic conditions which prevailed during the war, which greatly expanded the national resources, many new industries were established without sufficient care being taken that their foundations were firm, and consequently such industries have suffered a severe blow, our foreign trade up to the present moment of the Armistice having experienced a great change due to decreased exports, reduced currency circulation, and fallen prices. Under the circumstances, therefore, it is necessary, if we are to meet the difficult conditions likely to prevail and maintain the prosperity of our industries, that all concerned must make up their minds to work together to that end.

FOREIGN TRADE.

Notwithstanding the continuation of the restrictions on exports and imports by the British, United States and French Governments, our foreign trade during the period under review has maintained a flourishing condition, that with other Oriental countries, and also with South America and South Africa, having greatly increased. Our total exports amounted to yen 1,065,000,000, and imports to yen 828,000,000, or yen 1,893,000,000 in all. Comparing these figures with those of the same period in the previous year, we find that an increase of yen 171,000,000 in exports and yen 240,000,000 in imports is shown, and that although the rate of increase in exports has fallen, that of imports has risen. Many items show increases, of which the following are the most important, but wool, brass and bronze show decreases:—

¹ 1 *Rin* = 0.00049 cents normal exchange.

In Exports.

	Yen.
Cotton yarn and fabrics..	94,000,000
Habutae..	13,000,000
Beans..	5,000,000
Waste silk..	4,000,000
Woollen fabrics..	4,000,000
Cotton underwear..	2,000,000
Silk handkerchiefs..	2,000,000

In Imports.

Rice..	62,000,000
Cotton..	33,000,000
Machinery..	15,000,000
Sugar..	15,000,000
Bean cake..	14,000,000
Lead..	7,000,000
Iron and steel..	4,000,000

The increase in imports of raw materials such as cotton, bean cake, iron and steel, and also of machinery, and in exports of manufactured goods such as cotton yarns and fabrics, habutae, etc., is accounted for by the general development of our industries. However, the increases referred to being mainly due to advances in the prices of these goods and not to the quantities, there is no doubt that there will be a great decline after the restoration of peace. It may be further observed that since the signing of the Armistice trade with such newly cultivated fields as India, the South Seas, South Africa and South America, has greatly decreased, and therefore, unless great endeavours are made to improve the quality of goods intended for export and of methods of sale, it will be very difficult to maintain the results obtained during the war.

As the result of the increase in our foreign trade already mentioned, our dealings in foreign exchange have likewise greatly increased during the period under review, exchange sold in Japan amounting to yen 366,000,000 and exchange bought to yen 715,000,000. When these figures are compared with those of the corresponding period of the previous year, they disclose an advance of yen 205,000,000 in exchange sold and yen 214,000,000 in exchange bought. Exchange sold abroad on Japan amounted to yen 238,000,000, and bought to yen 484,000,000, the increase over the figures for the corresponding period of the previous year being yen 56,000,000 and yen 93,000,000, respectively. I might remark here that the total increase in our exchange dealings amounts to the very large sum of yen 568,000,000. The expansion of the bank's business and the continuation of a favourable trade balance have compelled us to maintain a large balance of exchange, and consequently it has required the greatest care to obtain funds to finance our exchange transactions, a portion of our requirements having been obtained from the market, but the larger part from the Bank of Japan.

In India, owing to the irregular rainfall during the Monsoon, a decrease in the crop of cotton and other agricultural products was reported, and the export trade was not brisk in consequence. On the other hand, imports from Japan of cotton yarns and fabrics, as well as of sundry goods, greatly increased. However, after the signing of the armistice the general market became very quiet, and a large number of bills from Japan, drawn against goods, were either refused acceptance or payment on the pretext of late shipment or of the inferior quality of the goods, while the arrangement of new business has since been almost suspended. Owing to the cautious attitude adopted by the banks, and to the reduction of Government deposits in Presidency banks necessitated by the large disbursements of the Government, the Bank of Bombay raised the official rate of interest from 5 per cent to 6 per cent, causing the general money market to become somewhat stringent.

In Hong Kong, the export of raw silk greatly decreased in consequence of the very curtailed production due to the floods caused by the overflow of the rivers in the Canton area, and to the small demand from Europe and the United States in addition. Exports of tin and lead also fell off. On the other hand, imports were likewise dull,

cotton yarns from Japan decreasing by about 40 per cent and from India by about 25 per cent, while other merchandise from Japan suffered in a like manner. The money market was also quiet in the early part of the half-year as the result of the falling-off in trade, but in October a large demand for remittances to Shanghai, and in December activities connected with the export of Saigon rice, coupled with the cautious attitude of the banks, tightened the market somewhat.

In China, owing to the unsettled state of politics, the impossibility of importing silver and the general scarcity of funds, a decline in purchasing power was apparent. Still, although the import trade of Shanghai was inactive on the whole, the export trade was active generally speaking, raw silk, cotton and pig-iron exports being of good extent. Imports of cotton yarns and fabrics showed great activity, notwithstanding the high prices quoted in Japan in view of the small stocks on hand and of the expected demand after the Moon festival, but after the armistice, and regardless of the decline in prices in Japan, owing to the uncertainty of the future, only a small demand was reported. All exchange banks, with a few exceptions, and also the Chinese banks, have experienced the tightness of money due to the fact that the stock of Sycee on the market was only from tls. 18,000,000 to tls. 24,000,000, and of Mexican dollars from \$11,000,000 to \$16,000,000. In Hankow, Hunan and Shensi, these having become objectives of the northern and southern armies, general uneasiness was felt and a decline in business suffered. Imports of cotton yarns and fabrics were almost halved in comparison with those of the same period of the preceding year, and there was a falling-off in exports with the exception of cotton, which greatly increased. The money market was quiet at the beginning of the period, but with the approach of the export season, coupled with the heavy cash requirements of the armies in Hunan and Szechuan, both Chinese and foreign banks felt the tightness of money, and the former were compelled to seek the aid of the Chinese Government, while the latter were obliged to make cash remittances from Shanghai.

In Tsingtau and Tsinan, foreign trade suffered severely as the result of the decrease in the export of peanuts (due to the embargo of the United States on the importation of this product) and of the almost entire stoppage of exports of bronze cash, while imports of Japanese cotton yarns and matches also fell off. In Tientsin, notwithstanding the continued existence of marauders in the province, both exports and imports were in a flourishing condition as the result of good agricultural crops. In exports, cotton and cereals were most prominent, while wool, hides, steel and iron were in good demand. In imports, Japanese cotton yarns and fabrics, sugar, matches and sundries figured in ever-increasing quantities. Money was all the time somewhat tight as the result of the flourishing condition of exports and the shortage of silver coin. In South Manchuria, the scarcity of freight cars and lack of bottoms caused great inconvenience in connection with the transport of products for export. Of imports, the sale of Japanese cotton yarns and fabrics was fairly good. The money market was generally quiet. In North Manchuria, although the allied Expeditionary Forces have gradually restored the country from its unsettled state, both export and import business could not escape the bad effects arising from the instability of currency and the unsatisfactory condition of transportation.

Under the circumstances, and notwithstanding the sudden change of conditions which occurred, I am glad to be able to report a fairly good result of the half-year's working, the net profit being yen 6,421,563.96, including the sum of yen 3,104,002.92 brought forward from the previous half-year.

In conclusion, I would report the establishment of agencies of the Bank at Vladivostok and Batavia, the former having been opened for business on December 16, 1918, and the latter on February 12, this year. We were contemplating the opening of a branch in Russia a few years ago, but the revolution broke out and the matter was left in abeyance, being re-opened when conditions were restored by the expeditionary forces of the Allies. Our trade with Netherlands-India having greatly increased since the war, we opened an office at Sourabaya, Java, some time ago to facilitate business and have now added another office at Batavi on the same island.

JAPAN SUSPENDS IMPORT DUTY ON WHEAT, ETC.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, March 27, 1919.—The question of taking off the duties on imported cereals as a means of relieving the high price of food, has been pending for some considerable time. Although it was passed by the Lower House over a month ago, and by the House of Peers about two weeks ago, the new law was only promulgated to-day.

The regulations as published by the Government provide for the suspension of the import tariff on barley and wheat, while the import duty on wheat flour is reduced from yen¹ 1.85 per picul² to 75 sen³ per picul. These changes are to remain in effect at least until October 31 of this year.

It is said that as this law had been expected for some time past, much cargo has been kept in bonded warehouses in order to get the advantage of the new proclamation. Although the flour market is much weaker to-day, dealers say that if the wheat and flour in bond are put on the market, it would not make much difference in prices, as this has been foreseen by them.

To-day flour has declined to the following prices:—

	Yen.
Benten brand, per bag (49.5 pounds)	4.90
Take brand, per bag (49.5 pounds)	4.90
Tsuru brand, per bag (49.5 pounds)	4.80

Wheat also became much weaker yesterday, although holders emphatically stated to-day that the decline already witnessed was sufficient to prevent the further import of wheat and flour from Shanghai or Australia. Flour mills were almost entirely absent from the wheat market all through yesterday. Futures were freely offered at 6.4 sho⁴ per yen. Barley was also entirely abandoned by buyers, who have changed their opinion of future owing to the excellent condition of young plants. Offers were made freely yesterday at 8.2 sho per yen. Rye was also abandoned by buyers and the price slackened off to yen 24 per koku yesterday.

PASSENGER FARES FROM JAPAN RAISED.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, March 28, 1919.—As a result of negotiations between the Japanese steamship companies and their Government, it has been announced that the Japanese Imperial authorities have decided to allow the Japanese companies to raise the passenger fares from Japan to North America. Since the outbreak of the war there has been a great advance in freight rates, but no corresponding increase has been made in passenger rates. A few weeks ago it was reported that the Canadian Pacific Steamship Company and the Pacific Mail Steamship Company had approached the Nippon Yusen Kaisha and other companies maintaining regular services between Japan and the United States with a proposal to raise passenger fares. The Japanese companies were also aware of the necessity of taking this step in view of the high price of coal and other increased running expenses, and entertained the proposal. It is said that some sort of agreement was then reached between the Japanese and the foreign companies, and the Japanese concerns applied to the authorities for permission to raise the rates. The Japanese Government has now decided to grant the application, though the increase originally proposed by the companies has been some-

¹ Yen = 0.498 cents normal exchange.

² Picul = 133 pounds.

³ 75 sen = about 37.35 cents normal exchange.

⁴ Sho = 1.6 quarts.

what cut down. The existing rates and the increased rates approved by the authorities are as follows:—

Toyo Kisen Kaisha.

	Present Rate.	New rate.
	Yen.	Yen.
Yokohama to San Francisco—		
First class.. . . .	400	500
Second class.. . . .	200	250

Nippon Yusen Kaisha.

	Yen.	Yen.
Yokohama to Seattle—		
First class.. . . .	400	500
Second class.. . . .	200	300

Osaka Shosen Kaisha.

Yokohama to Tacoma—		
Same as Toyo Kisen Kaisha—Yokohama to San Francisco rates.		

THE AUSTRALIAN MEN'S WEAR CLOTHING TRADE.

CANADIAN TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, March 6, 1919.—Numerous inquiries received from Canadian manufacturers of shirts, overalls and other lines of clothing as to the trading outlook in Australia for their goods have caused close investigation to be made into this trade. Inquiries have demonstrated that neither shirts, overalls nor duck clothing are now imported into Australia, the trade being wholly supplied by domestic factories which obtain their materials chiefly from England, but to some extent also from North America, India and Japan.

The prices ruling now in Australia are unreliable in endeavouring to make a comparison. The materials—imported practically duty free—were purchased at war-time prices and shipped at a period when the ocean freights were abnormally high, so that the landed cost to-day (in conjunction with the manufacturing cost) could not be taken as a basis for future competition.

On the authority of the departmental manager for one of the largest wholesale dry goods houses in Melbourne—with branch warehouses in the other states—it is affirmed that, on a conservative basis, the difference (on a general average line) in prices between the imported shirts, overalls and duck clothing and similar goods of local production made from the same material would be at least 25 per cent in favour of the Australian manufacturers, with the added advantage that supplies could be obtained in such quantities as were required from time to time.

OVERALLS: PRICES AND LINES IN DEMAND.

For making overalls Australian manufacturers chiefly use denims imported from England, the United States and Canada, in widths of about 28 inches and from 8 to 9 ounces in weight.

The present wholesale prices for overalls (which, obviously, must give the wholesaler a fair margin of profit) are, for the usual assortment of sizes, in the vicinity of 70s. (\$17.03) per dozen trousers and 102s. (\$24.81) per dozen coats, or 14s. 4d. (\$3.49) each suit.

There is a special line of overalls—practically a one-piece garment—made in Australia which is largely advertised and is sold by hardware dealers and in motor garages, as well as by retail dry goods men, etc. The specification of this line is: blue denim (recently varying in weight owing to difficulty of obtaining materials), two hip pockets; two front pockets; one rule pocket; one punch pocket; one handkerchief

pocket; fly front; two adjustable shoulder straps and bib front—with no rivets. This line is sold by the makers at 9s. (\$2.19), less $2\frac{1}{2}$ per cent discount to the trade, and is retailed at 10s. 9d. (\$2.62) each garment.

The extensive advertising is undoubtedly a factor in the cost. Rivets are not favoured in Australia, and hence ordinary bone or horn buttons are used.

SHIRTS FOR WORKING MEN.

Materials from which shirts are made in Australia vary considerably according to the climatic conditions, e.g., from tropical Queensland to temperate Victoria and Tasmania. Generally the materials used are flannelette, cotton twill, black cotton twill (and twill in various shades), Harvard, Galatea, and Crimean shirting—the latter containing about 10 per cent of wool and 90 per cent of cotton—in various weights and in widths from 30 to 33 inches.

The wholesale prices vary so much that it is impossible to convey an adequate idea of values unless sample shirts were available to make a comparison. The average price in the wholesale trade of a Bolton-finished Harvard shirt—in a good, strong, heavy weight—is from 60s. (\$14.60) to 66s. (\$16.06) per dozen, but owing to the increased cost of the next shipment of material it was anticipated that the price of the 66s. line would be increased to 70s. (\$17.03) per dozen. The pre-war price of this shirt was 39s. (\$9.49), per dozen. Galatea shirts (striped) are now being sold from 63s. to 69s. (\$15.33 to \$16.79) per dozen. The material is imported from England.

In the better class trade for summer wear cambric and zephyr are particularly favoured, while in the cooler months "Ceylon" flannel and woollen materials are used.

MANUFACTURE OF CLOTHING IN AUSTRALIA.

The manufacture of clothing in all forms has developed into quite an important industry in recent years throughout Australia. In 1916 (the latest year for which returns are available) there were 1,284 factories employing about 29,000 hands, with £2,280,000 invested in land, buildings and plant. The value of the raw material worked up was £3,403,019, and value of the final output in 1916 is given at £6,447,583.

With the extension of the factories turning out tweeds, serges and piece-goods of wool, together with the increased plant recently established for producing woollen goods of varied form, it would appear that the domestic industry in the manufacture of clothing is being placed upon a basis well able to withstand ordinary competition from oversea lines.

CANADIAN READY-TO-WEAR SUITS.

Through efforts made by this office, towards the end of 1918 some initial shipments, from one of the leading manufacturing clothing factories in Canada, were made to Melbourne and Sydney in an endeavour to place upon the market some lines of ready-to-wear tweed and other suits showing new styles of tailoring, and also for comparison with locally-made suits and some limited importations from the United States. When the goods were opened up and pressed into shape, they were inspected and comparisons with the Australian suits were made which demonstrated that under existing market conditions the landed cost put the Canadian line outside of competition, although the importers were most favourably disposed towards the imported goods if they had proved competitive.

It is a singular fact that some British tweeds are shipped from the mills to the order of Australian houses for delivery to leading tailoring companies in the United States, where the materials are made into clothing on the American model and the completed suits are shipped to Australia. This trade, however, is comparatively limited, as the demand does not call for extreme styles. Hence it is questionable if the

demand in this direction would offer any inducement to Canadian manufacturers on the one hand, or if the Australian dealers, on the other, would care to run the risk of altering their established trade with the United States factories.

CUSTOMS DUTIES ON IMPORTED WEARING APPAREL.

Eliminating socks and stockings, and a few odd lines of apparel such as hats, the customs duties on "apparel for the human body, partly or wholly made up, including materials cut into shape therefor" are 44 per cent net if made in the United Kingdom and 49½ per cent net if made in all other countries including Canada. In addition to the heavy duties, the domestic manufacturer enjoys the natural protection of ocean freights on the made up article which is in excess of the freight on the material in the piece.

Most of the materials used in the manufacture of shirts, overalls and duck clothing, are admitted duty free if made in the United Kingdom only, but they are subject to a net duty of 5½ per cent if made in other countries including Canada.

FACTORS IN THE CLOTHING TRADE.

The Australian seasons are diametrically opposite to the seasons in the northern hemisphere. In normal years, therefore, Australian buyers operating in the British and Continental markets were able at the end of a season to purchase large quantities of goods—particularly made-up garments—to supplement their regular purchases and make shipment in time for the Australian season. Buyers at the end of the European season were frequently offered goods at less than actual cost of production to obviate unsold stock of unfashionable materials being carried forward for doubtful realization at a later period.

In consequence of this "dumping" Australian manufacturers had undoubtedly a strong lever in pressing for the heavy duties and the specific rates on some lines of women's wear now imposed for the benefit of the domestic clothing industry.

INTERNATIONAL TRADING BARGAINS.

An instance was brought to our notice, says the Report of the British Departmental Committee on the Engineering Trades after the War, where, before the war, Germans were trying to arrange for the sale of baths in this country, endeavouring to make a bargain that they should be allowed to charge five per cent less than their English competitors, and should be assigned a growing proportion of the total trade in this particular article until the Germans had been given 50 per cent of the trade. What was to happen beyond that was to be left to be dealt with thereafter. It was by these methods that the Germans obtained control of the Antwerp coal trade, and when they once had a grip on the trade they obtained the whole of it by creating selling organizations of their own. Negotiations in the case of baths were not concluded, but we have heard of cases in another manufacture where, by a joint arrangement between British producers and American, Belgian, French and German manufacturers, the world has been divided up into non-competitive spheres of trade and monopolies thus created for the benefit of makers. We deprecate very much arrangements of this kind as being opposed to the best interests both of the manufacturers and of the purchasers.

BRITISH WAR TRADE DEPARTMENT.

The President of the Board of Trade has decided to change the title of the War Trade Department, which was transferred to his control on the 1st April last, the "Department of Export Restrictions." The Department will remain at 4 Central Buildings, Westminster, S.W.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, under date April 23:—

Information reaching the Canadian Trade Commission from London and Paris indicates that there is keen expectation in both capitals that as soon as the peace treaty is signed there will be an extensive placing of manufacturing orders. It is anticipated that there will be a considerable relaxation of the system of embargoes on outside trade in France which has marked the policy of the last few months. The tone of communication from London is warmly in favour of the preference granted to Empire-made goods for import into Great Britain. The imminence, however, of the conference with the German delegates quite overshadows other matters. In two or three weeks it should be possible to estimate the market openings in Europe much more clearly.

A cable from the Canadian Mission to the Canadian Trade Commission, Ottawa, on Wednesday states that the British Board of Trade has issued open general licenses authorizing the importation into Great Britain of spirits and articles made of or containing gold, if produced and exported from any British Dominion. These had been excluded under an earlier order. The Mission also cables that it is understood import restrictions will not be imposed under the preferential treatment accorded goods from within the British Empire if they are shipped from American ports.

Embargo lists of imports into Denmark, Norway, Sweden and Holland have been greatly reduced. One effect touching a large Canadian export will be that flour permits for these countries will now be granted immediately on application to the Canadian Trade Commission if the application is supported by the number of the import guarantee. This is a considerable simplification of procedure.

The Commission is also informed that the "black list" for Mexico, Haiti, San Domingo, Cuba and all Central and South American countries has been reduced by the restoration of 2,500 names to the normal trading list. The revised statutory list is held at Ottawa, and any question of doubt concerning a transaction with any firm may be referred there.

During the Easter recess inquiries for particulars with regard to Canadian fish were received from widely extended parts of the globe. The list includes inquiries from Suva, the Fiji Islands (for chum and salmon); from Otago, New Zealand (for pilchards, herrings and sardines); Dunedin, New Zealand (canned salmon); Oakland, New Zealand (herrings and pilchards); Belsize, British Honduras (salmon and sardines, dairy produce, flour and barrelled meats); Valparaiso, Chile (canned salmon and codfish); Berbice, British Guiana (sardines, described as "very popular," and all fish except haddock and hake); Kingston, Jamaica (sardines and fresh herrings); Georgetown, Demerara, British Guiana (canned fish generally); Gibraltar (dried fish and smoked herrings, with the instruction that all Canadian prices should be c.i.f. Gibraltar as being the only way to compare with those of English and Norwegian exporters); Trinidad, British West Indies; Honolulu, Hawaii; Calcutta, India; Shanghai, China; Penang, Straits Settlements; Port Said, Egypt (canned fish generally).

No progress has been made towards reopening the sardine fisheries of the Atlantic coast on May 1. These factories have large surplus stocks from last year which they cannot as yet dispose of. About 1,200 fishermen and 600 cannery employees are dependent on the reopening, and the Trade Commission has issued an appeal to Canadian grocers and housewives to give preference to Canadian-packed sardines in order to hasten the re-employment of these people. Last year some \$286,000 worth of fish of the sardine class were imported into the Dominion.

REVIEW OF THE FROZEN MEAT TRADE OF THE WORLD FOR 1918.

The following report on the frozen meat trade of the world during 1918 has been taken from the *Annual Review of the Frozen Meat Trade*, issued by W. Weddel and Company, Limited, London, England:—

GENERAL RETROSPECT OF 1918.

There was virtually no "trading" in meats in 1918—but merely distribution under official regulations so designed as to control absolutely both consumption and prices. The introduction of compulsory meat rationing in March marked the final stage in the Government's acquisition of the control of the trade. As a measure of national necessity, rationing was welcomed by the general community, though many of the methods adopted to put it into force were severely criticized. Now that its course has nearly run, and its results can be seen, a large measure of success may be fairly claimed for it.

By forcibly checking consumption, the Government certainly adopted a very prudent course, and their action may be justified by the maintenance of home flocks and herds; but manifestly many of the official forecasts published from time to time, as to an impending meat famine, were of an unnecessarily alarmist nature. The dispersal of queues may be claimed as another important benefit secured by rationing, because in all probability it would have been impossible, under ordinary trading conditions, to have forced consumers to take whatever quality was given to them, and at fixed prices. Rationing made that course both necessary and possible. Although it was intrinsically unfair, the nation realized that there was an element of rough justice in the arrangement, and patriotically accepted it for lack of a better, just because it was imposed upon them by the Government. There is this further to the great credit of the Ministry of Food, that from the outset the weekly "ration" was obtainable by every one, and this perhaps is the best justification to be found for the extremely conservative attitude adopted in estimating supplies generally.

In order to carry out the Government's rationing scheme, pre-war channels of distribution were largely utilized, but with an elaborate and expensive official organization superimposed, although much less than the normal quantity of meat had to be distributed to the public. Having regard to the prices at which much of the imported meat was secured by the Government, the prices charged to consumers for same must have left some very large margins of profit—unless expenses were incurred far in excess of what would have been incurred by private distribution, or losses in other directions were used to absorb these gains.

The charge of undue profiteering sometimes made against British traders never had any substantial foundation, even during the period between the outbreak of war and the time when the Government took over importations early in 1915. Since that time the whole of the Australian and New Zealand trade, also the great bulk of the South American exports, have been entirely in the hands of the Government. In March, 1918, the remainder of the Argentine output, also the whole of the South African, Canadian and United States trades were taken over, so that private trading, and therefore any possibility of private profiteering, have been eliminated almost altogether. If the Treasury has not profited greatly by these transactions it will cause the greatest possible surprise to expert traders, accustomed as they were in pre-war times to carry on the business on a margin of $\frac{1}{2}$ d. to $\frac{3}{4}$ d. per pound, whereas the margins left to the Government cannot have been less than 2d. to 3d. per pound in many cases, and as much as 5d. per pound in some.

Official quotations in 1918 were appreciably higher than in 1917. The course of values since 1914 shows a rate of advance under Government control which, conceivably, might have been exceeded under free trading; but it is hard to believe that any

greater increase than the 200 per cent established for imported meats under official management could have taken place under any commercial method of handling supplies.

The number of cattle and sheep in the United Kingdom in 1918 was practically the same as in 1914. War has not, therefore, prejudiced the British stock farmer in so far as the size of his flocks and herds is concerned, though in respect of their meat productiveness there has been some falling-off, variously estimated at from 5 to 10 per cent. With an early return to the freer importation of artificial feeding stuffs, even this temporary shrinkage in the home meat supply must quickly disappear; and the greatest of all British industries thus emerges from the greatest of all wars almost without injury, a fine testimony to the enterprise of our agriculturists.

The world's output of frozen beef, mutton and lamb in 1918 was about 1,130,000 tons (plus an undisclosed quantity shipped to France by the United States Government, in order to feed their own soldiers), as against 965,000 tons in 1917, 915,380 tons in 1916, 881,075 tons in 1915, and 800,375 tons in 1914. The year just closed shows the most substantial increase of any, despite the great difficulties attending transport.

The American group handled more than half of last year's production, their exports from all sources being estimated at 630,000 tons, made up of United States, Argentine, Uruguayan, Brazilian, Patagonian, Canadian, South African, New Zealand and Australian shipments. The total represented 55 per cent of the world's output of frozen meat, without allowing for their share in supplying the States beef shipped to France for the use of the American army, and was nearly one-third more than the total quantity of meat imported into the United Kingdom in 1918 from all sources.

The quantities shipped to destinations other than the United Kingdom, including any lost on passage, amounted to 640,000 tons, as against 532,000 tons in 1917, 381,569 tons in 1916, 218,150 tons in 1915, and 105,948 tons in 1914, a steadily increasing volume, reflecting the continuous growth in the frozen meat requirements of the Allied armies.

The quantity landed in the United Kingdom in 1918 amounted to 489,336 tons, compared with 433,208 tons in 1917, 533,631 tons in 1916, 662,925 tons in 1915, and 694,427 tons in 1914. In this case it is the more or less continuous shrinkage, felt until the closing months of 1918, which is noteworthy.

Despite all difficulties, the world's frozen meat trade has continued to expand in volume and in value during the war; and 1918, the year of largest production, has also been the year of the highest prices ever recorded in the history of the trade.

SUPPLIES OF IMPORTED MEAT.

Immediately after the signing of the armistice, the ban placed by the Government on the publication of import statistics during the previous eighteen months was removed. These figures, although not allowed to be published, had been duly recorded by the customs authorities, and it has now been made possible to fill up the gaps left in the 1917 columns, thus preserving the statistical continuity maintained in this Review for the past thirty years. Re-exports in 1917 and 1918, however, are still incompletely recorded in the Board of Trade returns; and, while they do not affect the import figures given below, they would naturally reduce somewhat the estimated quantities of meat available for consumption in this country.

Mutton.—The total imports of frozen mutton from all sources last year amounted to only 2,442,804 carcasses, as compared with 3,221,483 carcasses in 1917, and 7,377,454 carcasses in 1913. Australia delivered 578,613 carcasses fewer, and New Zealand 337,096 carcasses fewer than in 1917, while from Patagonia there was a decrease of 172,087 carcasses. Argentina and Uruguay, however, increased their shipments to this country by 299,020 carcasses and 24,451 carcasses respectively.

Lamb.—Importations amounted to only 2,028,052 carcasses, as compared with 2,616,512 carcasses in 1917, and 5,558,711 carcasses in 1913. Arrivals from New Zealand showed an increase of 293,930 carcasses; but Australian descriptions were reduced

by 578,949 carcasses. From South American sources there were decreases of 217,138 carcasses from Argentina, and 78,828 carcasses from Patagonia. Uruguay shipped no lamb at all, against 3,061 carcasses in 1917.

Taking mutton and lamb together, the total importations amounted to 4,470,856 carcasses in 1918, as against 5,837,995 carcasses in 1917—a decrease of 23.4 per cent. The corresponding total for 1913, however, was as many as 12,936,165 carcasses.

Frozen Beef.—Arrivals last year aggregated 3,978,290 quarters, as compared with 3,072,464 quarters in 1917—a net increase of 29.5 per cent. Australian and New Zealand receipts were smaller than those of the previous year by 818,029 and 336,240 quarters respectively; but from North and South America heavily augmented supplies were received, the increases being 302,496 quarters from Argentina, 20,197 quarters from Uruguay, 73,388 quarters from Brazil, 1,460,023 quarters from United States, and 147,850 quarters from Canada.

Chilled Beef.—Only 82,395 quarters reached this country last year, as compared with 909,610 quarters in 1917, and 2,991,910 quarters in 1913. Of the 1918 total, the Argentine Republic shipped 58,469 quarters, and Uruguay 12,231 quarters, the remaining 11,695 quarters being of Brazilian origin. In the previous year 639,268 quarters came to hand from Argentina, 43,518 quarters from Uruguay, 17,874 quarters from Brazil, 206,457 quarters from United States, and 2,493 quarters from Canada.

According to the Board of Trade returns, the weights of the various descriptions of frozen and chilled meat imported into the United Kingdom during the past four years, and the values of the 1918 arrivals, were as follow, viz.:—

—	1915. — Tons.	1916. — Tons.	1917. — Tons.	1918. — Tons.	Increase or decrease in 1918 com- pared with 1917. Tons.	Import Value, 1918.	Per Ton.
Australia	124,572	51,343	80,191	28,888	— 51,303	£ 2,062,507	= £ 71
New Zealand.....	157,901	158,152	99,768	84,715	— 15,053	6,676,119	= 80
Argentina.....	293,909	240,297	157,098	135,717	— 21,381	12,834,165	= 95
Uruguay.....	20,136	11,138	13,014	13,375	+ 361	1,253,514	= 94
United States.....	50,063	46,510	46,906	179,179	+132,273	18,213,934	= 102
Other countries.....	16,339	26,191	36,231	47,462	+ 11,231	4,669,883	= 98
Total.....	662,925	533,631	433,208	489,336	+ 56,128	£ 45,710,122	= £93

These figures bring out the extent of the handicap under which Australia and New Zealand have laboured during the war. Not only have their exports been severely restricted, but the prices paid to foreign shippers last year were much in excess of those paid to producers within the Empire.

FREIGHTS.

As a result of more efficient convoy work and greater anti-submarine activity, refrigerated tonnage probably suffered less through enemy action during 1918 than in the previous year. The "short voyage" policy was carried out by the transfer of a large number of Australasian steamers to the South American trade, which, in turn, was deprived of a good many vessels required for the transport of American troops and supplies from the United States to Europe.

The list of British-owned steamers fitted for the carriage of frozen meat comprises 229 vessels with a total refrigerated capacity of 45,398,330 cubic feet—equal to about 454,000 tons of meat. A list, compiled in 1913, showed 209 steamers, capable of carrying 450,000 tons, so that British refrigerated tonnage space has been maintained during the war. There were, at the end of 1918, twenty-three additional steamers in course of construction, with an estimated capacity of 71,500 tons of meat.

French and Italian steamers to the number of twenty, with a capacity of 41,500 tons, have been already put into the trade, and a considerable fleet of foreign-owned refrigerated steamers, controlled by Continental and American owners, is now in sight, materially supplementing the world's means of transporting frozen and chilled meats to Europe.

All freight charges have been under the private control of the Government, and have not concerned shippers to any great extent, most sales having been made on a f.o.b. basis.

COLD STORAGE IN THE UNITED KINGDOM.

In pursuance of the Government's policy of fostering the expansion of cold storage accommodation in this country, several new cold stores were opened during the past year, and additions were made to a large number of existing establishments. The increase of storage space for the year was about 8,000,000 cubic feet, making the total refrigerated accommodation of the public stores in the Kingdom approximately 40,000,000 cubic feet. The accompanying list of the ninety-six principal cold stores in London and the provinces gives a total capacity of 34,128,000 cubic feet, capable of holding about 225,000 tons of frozen meat—about three and a half months' supply stored under normal trading conditions, or 340,000 tons if stored in bulk for an emergency, i.e., nearly six months' supply. The most important additions are the Port of London Authority's large sorting shed and cold store at the Royal Albert Dock, now practically completed (with a combined capacity of 2,572,000 cubic feet); Union Cold Storage Company, Alexandra Dock, Liverpool (2,000,000 cubic feet); the Royal Edward Dock Store at Avonmouth (600,000 cubic feet), and the Admiralty Cold Store, Devonport (280,000 cubic feet).

The Government has abandoned its intention of erecting stores at all the outports, practical experience of the trade having shown this to be quite unnecessary.

THE CONTINENT OF EUROPE.

Frozen meat continued during 1918 to form a large proportion of the food of the allied armies operating on the Continent of Europe and elsewhere. The total quantity consumed is not known exactly, but deliveries were probably between 600,000 and 700,000 tons, excluding shipments to Egypt, Salonica, etc. The great bulk of these reached French ports.

France.—As in previous years, there were no direct importations for civil requirements; but small allotments from military supplies were made regularly by the Ministry of Food for sale at certain centres in Paris; and occasionally, when a shortage of fresh beef occurred through transport difficulties, the seaport towns were allowed small quantities. The fact that these releases always met with an eager demand may be taken as a good augury for the future development of a frozen meat trade with France.

The French herds and flocks, which were seriously reduced by the German invasion, and by excessive killing in the early part of the war, are reported to have made good progress towards recovery in respect of numbers; but in the matter of weight they are still handicapped, as in this country, by the scarcity of artificial feeding stuffs. This is now, however, being overcome.

Important additions were made by the allied military authorities to the cold storage accommodation in various parts of the Republic, some of which, however, are only of a temporary nature. The permanent refrigerated space now provided is more than ample for the probable civilian needs of the country.

Only one refrigerated steamer was added to the French fleet during the year; but, at the close, four others were in course of construction, one of which was almost complete. There are now eleven refrigerated vessels under the French flag, with a carrying capacity of about 21,500 tons.

Italy.—Importations of frozen meat into Italy in 1918 amounted to 163,400 tons, the bulk of these coming from the River Plate and Brazil. In 1917 the total was 96,800 tons. With live stock reduced by about one-sixth from their pre-war total, and no frozen meat available for the civilian population, the people suffered rather severely throughout the year from scarcity of meat.

The amount of cold storage space now available in Italy is estimated at about 21,000 tons, distributed over a number of towns, with further storage under construction.

Refrigerated vessels carrying the Italian flag are 9 in number, with a total carrying capacity amounting to about 20,000 tons.

Belgium.—Although no importation for the civil population was practicable during 1918, arrangements are now in progress for introducing frozen meat to the Belgian market at an early date. The reduced number of cattle and sheep in the country may necessitate the importation of considerable quantities of meat for some time to come—if not in a frozen state (owing to transport and storage difficulties) then as tinned meat.

NOTES ON VARIOUS SOURCES OF SUPPLY.

United Kingdom.

A year ago, the extreme scarcity of home-grown meat on the market occasioned some misgiving in the mind of the public as to the position of the herds and flocks of this country. The opinion was expressed officially that the heavy marketings in the autumn of 1917 had seriously depleted the nation's stock of live animals. Trade experts, however, did not accept that view, and the agricultural returns of June, 1918, support their criticisms. Cattle were then returned at 12,311,149 head, as compared with 12,382,236 in 1917; and sheep at 27,062,681, as against 27,867,244 in 1917, representing decreases of only 0.5 per cent in the case of cattle and 2.9 per cent in sheep. In 1914 the corresponding figures were 12,184,505 and 27,963,977, showing that the country has emerged from a four years' war with flocks and herds practically intact, despite a material increase in the area devoted to arable production.

After making full allowance for the falling off in imports, it is rather remarkable, in view of these results, that the Government should have felt compelled early in 1918 to reduce the normal ration of the civil population by so much as 40 per cent from normal. The loss in condition of stock through scarcity of artificial feeding stuffs cannot have been more than five to ten per cent at certain seasons of the year; while, on the other hand, several millions of the biggest consumers of meat were out of the country. The home supply of beef and mutton alone still represents 1,073,200 tons annually, or say 1 pound per head per week for the entire population, to which must be added all the imported meat. In 1918, that amounted to 489,336 tons, equal to nearly one-half pound per head additional. The total ration, however, worked out at an average of $1\frac{1}{4}$ pounds per head per week, thus leaving a margin of about 250,000 tons to come and go upon. This surplus is not admitted by the Ministry of Food to be in existence. Therefore, the agricultural returns must be hopelessly wrong, or people did not adhere to the ration. The latter hypothesis is much the more likely one, all things considered, and corresponds with what was anticipated by many of the practical men in the trade. In London, and in some of the other large cities, rationing was taken seriously; but in many parts of the Kingdom there must have been considerable looseness in supplying the requirements of retail customers, otherwise the country would now be glutted with meat.

A pessimistic outlook was not warranted a year ago. It is even less justifiable now, the figures for 1918 confirming very strongly the opinion already expressed in this review, and elsewhere, that the Ministry of Food displayed an excess of caution in cutting down the meat ration so much as it did.

Australia.

The export of meat from the Commonwealth in 1918 was the smallest recorded for many years past, amounting to only 66,900 tons, as compared with 118,540 tons in 1917; 104,000 tons in 1916; 132,000 tons in 1915; and 171,200 tons in 1914. Of the 1918 total, 59,000 tons were beef and 7,900 tons mutton and lamb. The reduction in beef shipments was a direct consequence of the great drought which prevailed in the island continent three years ago, decimating the herds and killing off practically the whole of that season's calves. Mutton and lamb shipments fell off last year because of the plentiful supplies of feed, and because the high prices obtainable for wool induced growers to stock up rather than sell to the freezing works. The weather throughout the year was generally favourable, excepting in the later months, when droughty conditions again set in. At the close, cattle in Queensland were beginning to suffer from want of rain; while, in New South Wales, some loss of stock was caused by bush fires. The lamb-killing season in Victoria was a heavy one, until the works became blocked through lack of ships to take the meat away. At the end of December over 1,000,000 carcasses, representing 25,000 tons, were in store awaiting shipment, but there were fair prospects of some early relief in the freight position.

It is evident that pastoralists are making strong efforts to overcome the serious losses of stock suffered in 1914, 1915 and the first half of 1916, when sheep were reduced by 16,000,000 head, and cattle by 1,000,000 head. Recent estimates place the number of sheep in the Commonwealth at about 78,000,000 head, and cattle at about 10,450,000 head. The former figure, although 9,000,000 above the low water mark of 1916, is still 7,000,000 under the 1913 total, thus revealing very wide fluctuations in the fortunes of the squatter. The total numbers of cattle and sheep now believed to be carried in the various States compare with 11,484,000 and 85,057,400 respectively in 1913.

A large freezing works, erected by the Western Australian Government, at Wyndham, was completed last year, and is expected to commence operations during the coming season.

New Zealand.

The export trade of New Zealand was again prejudiced by the general scarcity of refrigerated tonnage; and the increased storage capacity provided by the various freezing companies had to be utilized to its fullest extent. The provision of additional tonnage at the most crucial moment happily prevented the actual closing down of many works at one stage during the season. Preference in freight space having been given to beef and mutton, Canterbury, with its large supply of lambs, suffered more than the other provinces. The increases in storage accommodation made during the year, have now brought the total capacity of the Dominion up to about 7,000,000 freight carcasses, or say 187,000 tons. In the month of August close on 132,000 tons of meat lay in store awaiting shipment; and, although some measures of relief was effected later on, the new season opened with a large quantity of that meat still waiting to be lifted. The action of the Imperial Government in granting cash advances against meat in store was appreciated by exporters, who were greatly handicapped by the heavy interest charges incurred through the unexpected delay in providing freight.

The number of sheep in the Dominion at April 30 was 26,538,302, an increase of 1,267,916, or 5 per cent over the number recorded in the previous year. Cattle were returned at 2,888,214, as compared with 2,575,230 in 1917. The winter was one of the most severe that the islands have ever experienced and resulted in a heavy death rate in both ewes and lambs, thus neutralizing to some extent the increase in the flocks recorded earlier in the year.

New Zealand exported last year considerably less meat than was represented by the stock of 132,000 tons actually in warehouse at the close of the 1918 season, the year's shipments being only 98,910 tons of beef, mutton and lamb, as compared with 117,260 tons in 1917, 158,123 tons in 1916, and 157,988 tons in 1915.

Canada.

The new and more effective system of live stock enumeration officially adopted last year establishes the rather surprising fact that cattle in the Dominion now number over 10,000,000 head, as compared with previous estimates of about 6,000,000 head.* The difference is material and very important from the point of view of Empire production. It is evident that Canada, with that number of cattle of good quality, ought now to be able to contribute much more liberally than hitherto to the meat supply of the mother country. Exports last year amounted to only 46,000 tons, of which about 5,000 tons were of United States origin. In 1917 the quantity exported was 55,000 tons, of which 14,564 tons reached the United Kingdom, the remainder going to the continent. About two-thirds of the Canadian output in 1918 was shipped to the United Kingdom for civilian consumption, the quantity imported being 29,332 tons. Much of it was fairly useful beef, but some was of very poor quality. The practice of disposing of meat and live stock produced in certain parts of the Dominion to United States buyers, and at the same time shipping American killed meat from Canadian ports, may conceivably be more profitable to the Dominion than shipping everything direct to England; but it does not help forward the British Government's declared intention of making the empire as far as possible self-supporting in the matter of meat supplies.

South Africa.

The meat export trade from South Africa experienced a disappointing set-back last year when only 8,500 tons of beef were exported, as compared with 22,400 tons in 1917, 7,928 tons in 1916, and 2,324 tons in 1915. Several factors contributed to this result, the most evident being the scarcity of freight; but apparently the Government would have supplied more steamers if there had been sufficient quantities of meat available for shipment at reasonable prices. It appears that, during most of the time, live stock prices were maintained at a level which rendered unprofitable the production of beef for export even at the relatively high Government prices—hence the restricted shipments. Weather conditions in the Union last year were generally favourable for live stock, and farmers were therefore less inclined to part with their animals than they might have been had droughty conditions prevailed. An outbreak of lung sickness in the latter half of the year also helped to restrict supplies and raise costs. Transport facilities, which are still very defective in South Africa, were seriously disorganized for some weeks as a result of the severe epidemic of influenza amongst the population in October and November. The erection of new freezing establishments and cold stores made very little progress during 1918 owing to lack of materials, but considerable developments in that direction are in progress and are expected to materialize during the coming year, especially in Natal.

Argentine Republic.

As no fresh enumeration of live stock in the Argentine Republic has been made, the estimate for 1917 still holds good, viz., about 29,000,000 head of cattle and 55,000,000 sheep; but the past year was an excellent one for stock, and it is unofficially estimated that there was a net increase of 6/700,000 cattle and 4,000,000 sheep. A long and severe winter proved beneficial rather than otherwise by toning up the animals; but their weight was reduced considerably by a spell of drought between June and September. Latterly, however, with a liberal amount of rain, the alfalfa and other grasses came forward well, so that the pastoral prospects for the opening year were good. Steps have recently been taken to increase the capacity of the camps by sowing alfalfa, oats and barley, in order to admit of the fattening of stock being carried on through the winter.

* Official Canadian statistics—1918, 10,050,867 head.

1917, 7,920,940 "
1916, 6,594,151 "

The Argentine freezing works were kept busy throughout the year on Government contracts, though their operations were interfered with from time to time by labour troubles, and by scarcity of shipping. With the supply of live animals continuously in excess of the demand, prices paid by the freezing works for stock were kept at a moderate level until August, when a rush of steamers and a temporary scarcity of fat cattle, due to the drought, enabled growers to raise their prices about 25 per cent, at which level they remained until the end of the year.

Generally speaking, the meat exporting companies had a very successful year's trading under Government contracts, 80 per cent of their output having been sold to the Board of Trade at 5½d. @ 5¾d. per pound f.o.b., and the remainder having been taken over by the Ministry of Food as from March at 10½d. per pound c.i.f. United Kingdom for beef, and 11½d. per pound for mutton. Their total output in 1918 amounted to 553,881 tons, as compared with 377,430 tons in 1917, an increase of 47 per cent. There were no additions to the number of Argentine freezing works in operation during the year, but two new native companies have been formed, and some increases in capital were effected.

An export tax on all meat shipped from the Argentine came into force in January, 1918. Small and insignificant at first, it was gradually increased, until at the end of the year it amounted to about 25s. per ton on beef and 45s. per ton on mutton.

With a more ample supply of tonnage in sight, and a freer demand for meat in Europe, the Argentine output next year is expected to show still further expansion.

Uruguay.

Despite the addition of a new freezing works, in American hands, which started exporting in July, the production of frozen meat in Uruguay last year fell considerably short of the 1917 figure. Labour troubles at the docks and elsewhere, scarcity of freight, and high cost of cattle, so curtailed the operations of the freezing works that shipments during the year amounted to only 49,800 tons, against 72,250 tons in 1917, a decrease of 31 per cent. Of the 1918 total, 13,375 tons were landed in the United Kingdom, as compared with 13,014 tons in 1917. The Government contract for the purchase of Uruguayan outputs was similar to that in respect of Argentine shipments, viz., 80 per cent for army purposes, and 20 per cent for civilian consumption. This latter percentage was taken over in March by the Ministry of Food at 10½d. per pound c.i.f. United Kingdom for beef.

Generally favourable climatic conditions, coupled with restricted killings, probably resulted in some increase in the number of live stock in the Republic; but no official estimate has been made since 1916, when cattle were returned at 7,802,000 head, and sheep at 11,473,000 head.

Another large freezing works is in course of construction at Monte Video, and a heavier export is almost assured during the coming year, provided labour troubles are not renewed.

Brazil.

Although the number of cattle in Brazil approximates 30,000,000 head, most of the herds consist of small native-bred animals, many of which are not of suitable quality and weight for export purposes. Much has been done in recent years to improve these breeds by the importation of pedigree stock, but the process is necessarily slow, especially in its earlier stages, and the heavy war demand for meat seems to have overtaken for the time being the supply of really prime animals. As a consequence, shipments of frozen meat last year fell slightly short of the previous year's total, being only 59,769 tons, against 66,450 tons in 1917, 33,130 tons in 1916, and 8,000 tons in 1915. Of the 1918 exports, this country received 9,853 tons, of which 783 tons were chilled beef, 8,106 tons frozen beef, and 963 tons mutton. Sheep in Brazil number about 7,000,000 head, and have been bred hitherto chiefly for wool and skins; but the

production of mutton will no doubt receive attention in the near future, especially in the southern parts of the country.

The prospects for a substantial increase in exports from Brazil in the near future are very encouraging.

Patagonia.

The season in this part of the world was a good one, but shipments had to be limited by the amount of freight available. The total export, amounting to 20,800 tons, as compared with 18,700 tons in 1917, was purchased by the British Government and consumed mainly by the army. The freezing works in the peninsula are now seven in number, with another in course of erection; and the prospects are that exports from this source will continue to expand.

United States.

Next to Argentina, the United States was the largest exporter of frozen meat in 1918. The exact quantity shipped is not officially reported, but approximately 210,000 tons were purchased by the British Government, of which 179,179 tons were imported into the United Kingdom, the remainder being landed on the Continent, or sunk on passage. In addition, considerable quantities were shipped by the American military authorities to feed their own troops, particulars of which were not published. In the previous year 95,000 tons were exported, of which 46,906 tons reached this country. It is interesting to note that these important quantities of meat, as well as enormous shipments of tinned meat, were provided without any encroachment being made upon the stocks of cattle in the country. On the contrary, the number of cattle officially estimated to be on the farms and ranges at the end of 1918, was 67,900,000 head, as compared with 67,420,000 head in the previous year. The bulk of the beef imported from the United States last year was distributed for civilian consumption, and, at one stage, much of it proved to be of poor quality.

It is uncertain whether or not the United States will continue to export much meat, when trading conditions become normal. The prices paid by the British Government in order to secure supplies were so inflated and artificial that no useful deduction as to the future can be drawn from the resumption of exports during the war. The high cost of food, resulting from the heavy exports made last year to Europe at extreme prices, naturally checked consumption in the States, and very considerable readjustments in values may be called for before trade can resume its ordinary course.

The number of sheep in the United States is also increasing, the latest estimate being 49,860,000 head, against 48,600,000 in January, 1918.

TRADE WITH POLAND AND ESTHONIA.

British Board of Trade Issues a General License.

In agreement with the other associated Governments, His Majesty's Government have decided that commercial relations with Poland shall be free as from April 1, and the Board of Trade have issued a general license under the Trading with the Enemy legislation to give effect to this decision. Trade with Esthonia may also now be resumed. Any transactions prohibited by Defence of the Realm Regulation 41*dd* and necessary for the purpose of financing the movement of merchandise to or from these countries is permitted by a general license which has been issued by the Treasury.

The attention of exporters is drawn to the fact that goods sent to Poland and Esthonia must be intended for the internal needs of those countries, and that connivance on their part at the re-exportation of any such goods to any country with which the resumption of trade relations has not been approved will render them liable to prosecution.

It will, of course, be necessary for exporters to obtain licenses from the War Trade Department before shipping to these countries goods of kinds which are prohibited to be exported from the United Kingdom. A notification will be given at an early date of the method in which consignment should be made.

Importers in this country must obtain licenses from the Department of Import Restrictions before importing from these countries goods covered by the Prohibition of Import Proclamations.

The general license does not remove certain existing restrictions in respect of the payment of pre-war debts which were required by the Trading with the Enemy Acts to be notified to the custodian, and of the return of property which was so notifiable. Moreover, any permission which may be necessary in respect of any transaction under Defence of the Realm Regulation 41*d* must be obtained from the Treasury.

PROHIBITION OF THE IMPORTATION OF SHEEP DIP INTO AUSTRALIA.

The following has been received from Mr. Ernest Hall, official representative of the Department of Trade and Customs, Commonwealth of Australia, in New York City:—

A cable has been received intimating that a proclamation has been issued prohibiting the importation into the Commonwealth of Australia of sheep dip, unless with the consent of the Minister for Trade and Customs.

Any consignments, however, shipped from country of origin prior to the 31st March last will be admitted.

EXPORTS TO GERMAN AUSTRIA.

The British Board of Trade announces that in pursuance of an agreement reached by the Associated Powers His Majesty's Government have decided that exports to German Austria may be resumed forthwith and the Board of Trade have issued a general license under the Trading with the Enemy Legislation to give effect to this decision.

The attention of exporters is called to the fact that goods sent to German Austria must be intended for the internal needs of that country, and that connivance on their part at the re-exportation from German Austria of any such goods to any country with which the resumption of trade relations has not been approved will, unless such re-exportation has been expressly authorized by the Inter-Allied Commission in Vienna, render the exporter liable to prosecution.

The exportation to German Austria will be permitted, without license, of all goods except goods in Lists A and B of prohibited exports and the articles constituting List D mentioned in Order of Council of March 21, 1919, but in the case of the following articles on that list, namely:—

- Barbed wire and implements for fixing and cutting same,
- Camp equipment, articles of and their component parts,
- Clothing and equipment of a distinctly military character,
- Electrical appliances adapted for use in war and their component parts,
- Military wagons of all descriptions,

Harness or horse equipment of a military character,
the export of which is forbidden solely on account of the military use to which they can be put, export will be permitted under license if the evidence is clear that the shipments are destined for civil purposes.

THE AVENIDA DE MAYO, BUENOS AIRES.

On the title page of the *Weekly Bulletin* this week is an illustration of the Avenida de Mayo, Buenos Aires. Mr. B. S. Webb, Canadian Trade Commissioner in Buenos Aires, who is now in Canada for the purpose of studying present Canadian conditions and interviewing manufacturers, says of the Avenida de Mayo:—

The Avenida de Mayo, Buenos Aires, is the principal central avenue of the city. This view is taken from the Government House end, and shows the dome of Congress building in the background. The construction of the avenue was commenced some twenty-five years ago and was completed in 1910, when the Plaza Congreso, at the far end, was made. The buildings along the avenue have to conform to municipal regulations regarding minimum and maximum height. Traffic congestion is a serious problem in Buenos Aires, where the central streets are very narrow, and two additional diagonal avenues are now being constructed which will tend to relieve congestion and beautify the city.

Buenos Aires, capital of Argentina and metropolis of the southern half of the world, is situated on the right bank of the Rio de la Plata, which at this point is about 28 miles wide, says the *Bulletin of the Pan-American Union*: The municipality has a perimeter of about 62½ kilometres, or nearly 39 miles, and an area of 18,854 hectares (about 46,570 acres). In area, therefore, it is larger than Paris, Berlin, Vienna, Hamburg, Genoa, or Bordeaux, but smaller than New York, London, Chicago, Philadelphia, or New Orleans. In population it is the largest Spanish-speaking city, the second largest Latin city, and ranks tenth among the cities of the entire world.

The growth of Buenos Aires for the first two centuries after its foundation by Don Juan de Garay in 1580, was very slow, but during the past 60 years it has been remarkable. In 1852 the population was but 76,000; in 1864, it had reached 140,000; by 1887 it had grown to 404,000; by 1900 to 800,000; by 1909 to 1,231,698; and on December 31, 1913, it was 1,484,010. The cosmopolitan character of the city is indicated by the census of 1909, which showed that of the population of that enumeration (1,231,698) 561,985 were of foreign birth. Of these the Italians numbered 277,041; Spaniards, 174,291; Uruguayans, 26,784; French, 25,751; Germans, 7,444; and English, 7,113.

NEW INCORPORATIONS.

Dominion.

Electric Bond and Share Company of Canada, Limited. Incorporators: Gabriel Herman Levy and Charles Hugh Higgins, barristers-at-law; Anna May Herriman, book-keeper; Rose Marie O'Brien and Ella Claire Becker, stenographers—all of Hamilton. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Hamilton.

Penn Canadian Fuel Company, Limited. Incorporators: James Stewart, accountant; Hamilton James Stuart and Arthur Howard Robertson, barristers-at-law; Neil Howard McDiarmid, student-at-law; and Elinor C. Daley, book-keeper—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

H. R. Flick Company, Limited. Incorporators: Walter Seely Johnson, advocate; Alexander Rives Hall, K.C.; Rhoda Mary Husband, Gertrude Susan O'Brien, and Josie Edwards, secretaries—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Palmer and Son, Limited. Incorporators: William James Shaghnessy, Chilion Graves Howard and Pierre Amable Badeaux, advocates; Herbert William Shearer, clerk; and Arthur Charters, book-keeper—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

By Products, Limited. Incorporators: Joseph Emilien Charrier, of Eastview, Ont., manufacturer; Arthur Waldo Guertin and Joseph Paul Labelle, solicitors; Godfroid LeBel, gentleman; and Thomas Jules Brulé, manager—all of Ottawa. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Ottawa.

Compagnie Canadienne Transatlantique, Limitée. Incorporators: William Kenneth McKeown, K.C.; Thomas Henry Onslow and George Edward Chart, accountants; Bertha Charlebois and Mary Blanche McKeown, stenographers—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Stickney Motors, Limited. Incorporators: Charles William Hall, accountant; Laura Catherine Burpee, spinster; Thomas Henry Bowyer, inspector; John Robinson Osborne and Samuel Rupert Broadfoot, solicitors—all of Ottawa. Capital \$1,500,000, divided into 15,000 shares of \$100 each. Chief place of business, Peterborough, Ont.

West Coast Towing and Salvage Company, Limited. Incorporators: William Henry Green, accountant; Charles Henry Chambers, manager; John Wilson North and Leonie Cathrine Lalonde, students-at-law; and Robert Smith, barrister—all of Vancouver. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Vancouver.

The Canadian Sanitas Company, Limited. Incorporators: Marcel Beauzemont, traveller; Yvonne Dufour, stenographer; Ernest Bussièrès, clerk; and Jerry Gershon Mayer, merchant—all of Montreal; and James Alexander Logan Meldrum, of Westmount, Que., clerk. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Sanatogen Company of Canada, Limited. Incorporators: William Wellsted Barry, chemist; Joseph Hector Dubois, book-keeper; Albert Perkins, importer; Alphonse Authier, book-keeper; and John Edward Charles Bumbray, barrister—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Laberge, Chevalier & Company, Limited. Incorporators: Joseph Magloire Laberge, Chateauguay, Que., merchant; Auguste Chevalier, merchant, and Leopold Delage, accountant, both of Outremont, Que.; Joseph Alphonse Maheu, clerk, and Bernard Langevin, accountant—both of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Lincoln Oil and Development Company, Limited (non-personal liability). Capital \$500,000. Registered office, Vancouver.

Maclure Fireclays, Limited. Capital \$150,000. Registered office, Kilgord, B.C.

Prince Rupert Spruce Mills, Limited. Capital \$100,000. Registered office, Vancouver.

Ontario.

Hesson Tobacco Pipe Manufacturing Company, Limited. Incorporators: Henry Milsom, merchant; William Campbell Cope, custom broker; Joseph Harton, accountant; Archibald John Robertson, and John Dickson, signwriters—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Matheson Products, Limited. Incorporators: James Edward Day and Joseph Patrick Walsh, barristers-at-law; Charles Joseph McLaughlin and Francis Robert Latchford, Jr., students-at-law; Gladys Louise Lee and Irene Hickey, stenographers; and Ella Edith Purvis, book-keeper—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Head office, Matheson, Ont.

THE PLIGHT OF BELGIUM.

(The Times Imperial and Foreign Trade Supplement.)

A good deal of misconception exists as to the difficulties to be overcome before the economic life of the Belgian nation can be reconstituted. Unhappily, some sympathizers with Belgium—with more zeal than discretion—have so often reiterated the claims of that unfortunate country to British consideration without specifying the means that should be adopted to translate universal sympathy into practical assistance, that less attention is now being paid to Belgium's requirements than their urgency justifies. The position of the country is absolutely deplorable. Of that there can be no question; and most persons have read of the devastation perpetrated by the Germans, not only in those regions where fighting took place, but also in areas remote from the lines where, with diabolical thoroughness, the basis of industrial prosperity was destroyed. That this was done with a purpose is shown by the fact that where heavy machinery had been bolted to concrete foundations, the Germans not only destroyed it, but were at great pains to demolish the very foundations and so prevent new machinery from being installed. The consequence of all this is that at the present moment Belgium has not the plant necessary for the restarting of her industries. Skilled labour has been dispersed; organization is entirely lacking; there are no raw materials; transport, except for military purposes, is extremely sparse, even the beasts of burden having been driven off; in fact the whole machinery of industrial civilization has been destroyed. The country presents to-day an object-lesson of what must inevitably happen to any community that has learned to be dependent upon organized industry when the bases of its prosperity are destroyed.

The outstanding problem in Belgium is once again to set the wheels of commerce and industry in motion. There are growing crops in the fields, but starving children in the cities. What Belgium needs more than anything else at the present time is not money, but credit to enable her people to import the plant, machinery, transport, and raw materials that they require, but for which they are quite unable to pay in cash or kind now, since Belgium to-day has no export trade. It is certain that credit facilities will be extended to the Belgians by our competitors in other countries. In a business sense the security is good: the Belgian Government is prepared to back the banks, and the banks will provide the security that the British manufacturer and exporter require. No sooner is the blockade removed than Germany will at once begin to supply the goods of which Belgium stands in need. Manufacturers in the United States and in other countries will do the same, and it is certain that when trade relations are once started, repeat orders, particularly for machinery and necessary parts, are likely to go to the same quarters from which the first supplies were received. The time for translating sympathy into practical action has come.

ICELAND AS A DISTRIBUTING CENTRE FOR CANADIAN GRAIN.

(Commercial Attaché Erwin W. Thompson, Copenhagen, in United States Commerce Reports.)

In an article on the industrial future of Iceland the *Berlingske Tidende* discusses a plan which has been under consideration for making that island a distributing depot for Canadian grain. The idea, says the writer, arose from the fact that Hudson bay, on whose shores great warehouses are now located, is frozen the major part of the year, necessitating the use of railways for transportation to the Atlantic seaboard. This is very expensive and unsatisfactory. The East Asiatic Company intends to establish a steamship route between Iceland and Port Nelson, on Hudson bay, with a view to transporting wheat to Reykjavik. This will reduce the freight and handling costs in getting the grain to European ports of destination. Storing the wheat in Iceland will also give it protection from the damage to which it is exposed by reason of extremes of temperature when stored in the Hudson bay region.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending April 17, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	4,105,994	807,231	819,757	664	155,765	5,889,411
Consolidated Elevator Co.	1,439,774	32,077	74,072	11,275	5,299	1,562,497
Empire Elevator Co.	1,241,315	139,174	124,685	45,083	8,033	1,561,290
Ogilvie Flour Mills Co.	2,233,195	55,035	242,957		229	1,531,416
Western Terminal Elevator Co.	1,741,090	41,327	36,700	65,063	5,120	1,889,300
G. T. Pacific.	4,890,834	428,514	303,412	68,456	13,348	5,704,564
Grain Growers' Grain Co.	1,255,233	444,861	445,443		31,340	2,176,877
Fort William Elevator Co.	1,032,200	295,821	132,196	31,282	20,300	1,511,799
Eastern Terminal Elevator Co.	1,045,586	53,707	113,192		15,010	1,227,495
Northwestern Elevator Co.	817,921					817,921
Port Arthur—						
Port Arthur Elevator Co.	5,466,467	712,129	1,092,812		56,228	7,527,636
Sask. Co-op., Elev. Co.	2,322,256	185,214	151,717	85,168	34,936	2,779,291
Canadian Government Elevator.	2,259,311	452,469	213,725	111,711	33,464	3,070,680
Can. Government, Acc't. Imp. Gov.				2,587		2,587
Thunder Bay.	911,645	161,643	121,425	30,851	3,752	1,229,316
Davidson & Smith.	659,190	187,282	249,244		7,321	1,103,037
Eastern-Richardson.	1,271,022	126,659	88,379	39,496	184,289	1,709,845
Total terminal elevators . .	31,696,033	4,123,143	4,209,716	491,636	574,434	41,094,962
Saskatoon Can. Government Elevator..	421,837	961,033	122,786	1,522	+4,501	1,511,679
					+3,672	
Moosejaw Can. Government Elevator..	901,986	480,108	62,023	6,862	1,763	1,456,414
					+2,071	
Calgary Can. Government Elevator....	652,901	651,694	129,650	1,005	22,232	1,459,513
Vancouver Can. Government Elevator.	185,031	110,515		220		295,766
					+10,244	
Total interior terminal elevators	2,161,755	2,203,260	314,459	9,609	24,045	4,723,372
Depot Harbour.	120,654					120,654
Midland—						
Aberdeen Elevator Co.		Not reported.				
Midland Elevator Co.	672,287				106,373	778,660
Tiffin, G. T. P.	87,069					87,069
Port McNicoll.		Not reported.				
Collingwood.	272					272
Goderich—						
Elevator & Transit Co.	868,852					868,852
Western Canada Flour Mills Co., Ltd.	420,454					420,454
Kingston—						
Montreal Transportation Co.		Not reported.				-
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator .	1,313,786					1,313,786
" Maple Leaf Milling Co., Ltd.	1,240,858					1,240,858
Prescott.						
Montreal—						
Harbour Commissioners No. 1.	1,997,473	62,387	192,474			2,252,334
" No. 2.	88,330	465,559	386,341			940,230
Montreal Warehousing Co.	614,954					614,954
Quebec Harbour Commissioners.	919,150	157,603	2,279			1,079,032
West St. John, N.B.		Not reported.				
Halifax, N.S.	63,122					63,122
Total public elevators.	8,407,261	685,549	581,094		106,373	9,780,277
					10,244	
Total quantity in store.	42,265,049	7,011,952	5,105,269	501,245	704,852	55,598,611

+ Corn

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended April 17, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
		Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		53,608	130,164		163,772
No. 1 Northern.....		8,973,766	1,561,939	3,987,687	14,523,392
No. 2 ".....		4,687,344	162,891	967,487	5,817,722
No. 3 ".....		5,536,761	68,068	1,023,056	6,627,885
No. 4 Wheat.....		5,030,821	12,576	955,581	5,998,978
No. 5 ".....		2,611,953	8,660	658,842	3,279,455
No. 6 ".....		3,473,176	9,225	5,026	3,487,427
Other.....		1,348,604	50,875	809,582	2,209,061
Australian.....			157,357		157,357
Totals.....		31,696,033	2,161,755	8,407,261	42,265,049
Oats—					
No. 1, C.W.....		1,707		1,902	3,609
No. 2, ".....		325,663	303,296	49,643	678,602
No. 3, ".....		622,403	302,855	39,812	965,070
Ex. No. 1 Feed.....		434,205	411,684	107,471	953,360
No. 1 Feed.....		448,944	461,486	132,866	1,043,296
No. 2 ".....		1,428,604	574,317	75,257	2,078,178
Other.....		861,617	149,622	278,598	1,289,837
Totals.....		4,123,143	2,203,260	685,549	7,011,952
Barley—					
No. 3, extra C.W.....		1,139			1,139
No. 3, C.W.....		1,513,218	97,526	47,496	1,658,240
No. 4 ".....		1,711,091	127,868	133,607	1,972,566
Feed.....		303,076	28,935	22,792	354,803
Rejected.....		379,198	25,757	240,234	645,239
Other.....		301,994	34,373	136,915	473,282
Totals.....		4,209,716	314,459	581,094	5,105,269
Flax—					
No. 1, Northwestern Canada.....	1,251	253,652	5,491		260,394
No. 2, C.W.....	938	151,924	2,287		155,149
No. 3, ".....	398	71,933	987		73,318
Rejected.....			25		25
Imperial Government.....			222		222
Other.....		11,540	597		12,137
Totals.....	2,587	489,049	9,609		501,245
Rye—					
No. 1, C.W.....		4,457			4,457
No. 2, ".....		388,526	19,339	50,011	457,876
No. 3, ".....			2,943		2,943
No Grade. Rejected.....		70,213		15,067	85,280
Other. No Grade.....		22,028			22,028
Other.....		89,210	1,763	41,295	132,268
Totals.....		574,434	24,045	106,373	704,852
Corn.....			10,244		10,244
Total quantity in store.		41,094,962	4,723,372	9,780,277	55,598,611

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, Public Elevators in the East and Afloat on April 17, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>April 17, 1919—</i>			
Terminal elevators.....	31,696,033	9,398,929	41,094,962
Interior terminals.....	2,161,755	2,561,617	4,723,372
Public elevators in the East.....	8,407,261	1,873,016	9,780,277
Total.....	42,265,049	13,333,562	55,598,611
<i>April 19, 1918—</i>			
Terminal elevators.....	3,493,102	11,645,405	15,138,507
Interior terminals.....	1,261,337	5,038,718	6,300,055
Public elevators in the East.....	1,409,362	2,600,142	3,909,504
Afloat.....	2,861,598		2,861,598
Total.....	9,025,399	19,184,265	28,209,664
<i>April 20, 1917—</i>			
Terminal elevators.....	23,176,490	12,508,940	35,685,430
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	4,049,668	3,130,261	7,179,329
Public elevators in the East.....	1,202,567	2,335,704	3,538,271
Total.....	28,517,370	18,075,236	46,593,606
<i>April 20, 1916—</i>			
Terminal elevators.....	27,693,999	12,291,903	39,985,902
Interior terminals.....	5,447,085	2,239,789	7,686,874
Public elevators in the East.....	2,654,323	2,924,863	5,579,186
Total.....	35,795,407	17,456,555	53,251,962
<i>April 22, 1915—</i>			
Terminal elevators.....	11,099,746	5,544,565	16,644,311
Interior terminals.....	483,665	535,956	1,019,621
Public elevators in the East.....	794,881	1,226,100	2,020,981
Total.....	12,378,292	7,306,621	19,684,913
<i>April 23, 1914—</i>			
Terminal elevators.....	16,155,131	13,327,820	29,482,951
Public elevators in the East.....	667,185	2,277,688	2,944,873
Total.....	16,822,316	15,605,508	32,427,824

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending April 17, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....				—
C.P.R., West St. John, N.B.....		Not reported.		—
Government Elevator, Port Colborne, Ont.....		Not reported.		—
Aberdeen Elevator, Midland, Ont.....		Not reported.		—
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....	112	157		269
Montreal Warehousing Co., Montreal, Que.....	338,507	89,218		427,725
Quebec Harbour Commissioners, Quebec.....	694,570			694,570
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	220,709			220,709
Harbour Commissioners No. 2, Montreal, Que.....	141,456	33,654	33,812	208,922
Halifax, N.S., C.G.R.....	124,481			124,481
Port McNicoll, C.P.R.....		not reported		—
Goderich Elevator and Transit Co.....				—
St. John, N.B., Canadian Nat. Ry. Elevator.....		114,932		114,932
Midland Elevator Co., Midland, Ont.....		1,091,402		1,091,402
Total.....	1,519,835	1,329,363	33,812	2,883,010

**IMPORTATION OF CANADIAN READYMADE DOORS IN GLASGOW
DISTRICT, SCOTLAND.**

In reference to the report that labour unions of Glasgow, Scotland, were objecting to the importation of Canadian doors, the Canadian Trade Commissioner in Glasgow has received the following communication from the secretary of the Amalgamated Society of Carpenters, Cabinetmakers and Joiners, Glasgow District:—

Referring to Canadian doors, I am directed to inform you that we do not object to the importation of Canadian doors, provided that importer can prove to the satisfaction of our local representatives that the said doors are made by bona fide trade union labour.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), WINNIPEG, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

945. **Agency.**—A returned officer who had the rank of lieutenant-colonel in the Canadian overseas forces, is anxious to secure a Canadian agency for England. He would be willing to represent either one firm of manufacturers or a group of manufacturers.

946. **Ladies' shoes.**—A London firm of shoe distributors asks for names of Canadian manufacturers of ladies' shoes.

947. **Clocks.**—A correspondent at Bristol asks to be placed in touch with Canadian manufacturers of alarm clocks and similar lines for sale by watchmakers.

948. **Newsprint.**—A London firm desires to get into touch with Canadian manufacturers of newsprint.

949. **Frozen meat and margarine.**—A Belgian correspondent in London asks for names of Canadian exporters able to quote for frozen meat and margarine, and to ship c.i.f. Antwerp.

950. **Lighting glassware.**—A London firm asks for names of Canadian manufacturers of lighting glassware.

951. **Paper.**—A London firm already representing a Canadian firm of paper manufacturers is open to take up additional agencies.

952. **Paints, varnishes and brushes.**—Inquiry is made by a London firm for names of Canadian manufacturers of paints and varnishes, and brushes.

953. **Agencies.**—An Antwerp correspondent seeks agencies of Canadian produce shippers.

954. **Garden furniture.**—A London company would be pleased to receive catalogues and prices from Canadian manufacturers of garden seats, tents, sun umbrellas, awnings, swings, and all garden furniture generally.

955. **Tin toys, metal trinkets, etc.**—A Birmingham firm, who are buyers of all classes of tin toys, also of small metal trinkets and charms, etc., as used in the confectionery trade, would be glad to hear from Canadian manufacturers able to export.

956. **Agencies.**—The former commercial manager of an aeroplane factory in London, England, is establishing a commercial agency in London and would like to get in touch with Canadian producers in the following lines: pianos, woodenware, paints, paper, and food products.

957. **Confectionery.**—A British firm having travellers covering the whole of the British Isles would like to get in touch with first-class confectionery manufacturers in Canada. They write that they could sell tremendous quantities of confectionery of all descriptions.

958. **Representation.**—A trading company in Liverpool, England, desires to represent a good Canadian export firm.

959. **Leather.**—A Northampton firm is open to purchase large quantities of chrome box calf, veals, sides and willow calf. Samples are requested with prices in English currency delivered English port.

960. **Leather.**—A Northampton firm wishes to import leather rands and counters. Samples and prices in English currency delivered English port are requested.

961. **Leather.**—A Northampton firm wishes to hear from exporters of sole bends, shoulders and bellies. Samples and prices in English currency delivered English port requested.

962. **Leather.**—A Leicester firm is open to purchase hemlock and oak sides and bends; hemlock and oak bellies and shoulders; waxed splits of all weights; chrome tanned box sides and calf; also glaze kids. Samples and prices in English currency delivered English port requested.

963. **Leather.**—A Northampton firm is open to import large quantities of chrome box calf and chrome box sides in black and colours, also chrome patent leather. Samples and prices in English currency delivered English port requested.

964. **Leather.**—A Leicester firm specializing in the importation of offals, is open to purchase sole leather—heads, bellies, shoulders and bends, upper leather, patent and glaze kids. Samples and prices in English currency delivered English port requested.

965. **Nuts and bolts.**—A Glasgow firm is in the market for quantities up to 200 tons of the above.

966. **Timothy and clover seed.**—A Glasgow firm would like to get into communication with exporters of the above with a view to purchases of next season's seeds, in the coming autumn.

967. **Timothy and clover seed.**—A Glasgow firm asks to be placed in touch with exporters of the above.

968. **Boneless codfish.**—A Glasgow firm asks to be placed in touch with exporters of the above.

969. **Canned salmon.**—A Glasgow firm desires to do a direct business with Canadian packers in a position to supply best sockeye canned salmon. They would like to place orders as soon as conditions permit for 10,000 cases, 1 pound flat; 5,000 cases, $\frac{1}{2}$ pound flat; and 2,500 cases, 1 pound tall.

970. **Gallon apples.**—A Glasgow firm is in the market for quantities of the above up to 25,000 cases.

971. **Canned vegetables.**—A Glasgow firm wishes to hear from exporters of baked beans and canned peas and sugar corn.

972. **Boneless codfish.**—A Glasgow firm asks to be placed in touch with exporters of the above.

973. **Confectionery.**—A Glasgow firm is prepared to place orders for 10 to 20 tons of chocolates and general confectionery.

974. **Confectioners' machinery.**—A Glasgow confectioner asks to be placed in touch with manufacturers of caramel cutters, kiss-cutting machines, drop-frame stands and rollers.

975. **Office furniture.**—A Glasgow firm would like to hear from exporters of writing tables, filing cabinets, etc.

976. **Asbestos millboard.**—A Glasgow firm asks to be put in touch with exporters of asbestos millboard, fibre rope or lagging.

977. **Agency.**—A commercial traveller in Jamaica, who has booked in five weeks dry goods orders to the value of about \$60,000, chiefly American goods, would like to establish a Canadian agency. The lines of dry goods required are cotton piece-goods, fancy and dress fabrics, prints, shirts, gents' underwear, cotton and silk hosiery, handkerchiefs, ties, wrapping and writing papers, boots and shoes, etc.

978. **Canadian products.**—A newly-formed firm of commission merchants and general agents in St. John's, Newfoundland, conducting a wholesale business exclusively, is open to receive samples and quotations on the following: butter and cheese, canned meats and vegetables, apple butter, chocolates, confectionery, flour, flavouring extracts, lamp chimneys, kitchen utensils, canned apples, biscuits.

979. **Agencies.**—A manufacturers' agent in British Guiana now representing some Canadian firms, asks for further connections with Canadian manufacturers.

980. **Lumber.**—A firm of manufacturers' agents, Barbados, would like to get in touch with Canadian shippers of white pine and spruce.

981. **Shingles.**—A firm of manufacturers' agents in Barbados would be glad to represent a firm shipping shingles.

982. **Wrapping paper.**—A firm in Barbados would like a line of Canadian wrapping paper and paper bags for the West Indies.

983. **Cordage.**—A commission firm in Barbados would like to represent a manufacturing firm for manila rope.

984. **Agencies.**—A firm in Barbados desires to offer its services to Canadian exporting firms wishing to place their goods in Barbados and the Leeward Islands.

985. **Plantation supplies.**—A corporation recently formed, composed of the leading planters of the island with ample capital, would like to get in touch with Canadian firms in position to export general plantation supplies, such as fertilizers, building materials, hardware, stock feeds, etc.

986. A limited liability company in Barbados desires information in regard to quotations for lumber, shingles, lubricating greases and oil, firebricks and kerosene oil.

987. **General agency.**—A firm of manufacturers' representatives is desirous of handling drugs, proprietary medicines, toilet articles, and boots and shoes, and would be glad to get in correspondence with Canadian firms desirous of exporting those lines.

988. **Commission merchants.**—A firm of commission and general merchants recently started desires to get in touch with Canadian firms who require agents to represent them in the West Indies for the sale of underwear, parasols and umbrellas.

989. **Machinery and electrical supplies.**—A trading company in Hong Kong wishes to get into communication with Canadian manufacturers of everything in the mechanical and electrical line. They would like to have catalogues of Canadian machinery and electrical supplies.

990. **Alimentary products.**—A French importing house wishes to represent Canadian manufacturers of alimentary products, canned fish and canned goods generally.

991. **Vegetables and dried fruits.**—French importing house desires to be put into correspondence with Canadian houses dealing in vegetables and dried fruits.

992. **Representation.**—French importer wishes to enter into correspondence with Canadian exporting firms desiring representation in France.

993. French editor wishes to secure names of firms producing small tools for agricultural purposes, such as weigh up to but not over 20 pounds each, for his clients. Catalogues desired. Also agencies for alimentary conserves such as fish, fruits, etc.

994. **Hair.**—French importer wishes to secure considerable shipments of hair, both cattle and curled.

995. **Dry goods.**—French importing house wishes to represent Canadian manufacturers of dry goods in France.

996. **Vegetables and fruits.**—French importing house wishes to secure agencies for importation into France of vegetables, fruits, dry beans, etc.

997. **Representation.**—French importer wishes to represent Canadian houses manufacturing boots and shoes, also certain manufactured articles. Catalogues requested. Large experience in representing French houses in South America, Mexico, Canada, United States, etc.

998. **Agencies.**—French importing house is open to take exclusive agency for Canadian house or houses manufacturing canned goods, salmon, jams, honey, and condensed milk more especially.

999. **Tea; alimentary products.**—French importing house wishes to handle agency, exclusive if possible, for sale in France of tea and alimentary products, such as fruits, potted meat, and meat.

1000. **Representation.**—French importer and exporter wishes to represent Canadian houses manufacturing alimentary products; gasolene, soap, wrapping paper.

1001. **Celluloid; wood-pulp.**—French importer wishes to handle products of Canadian manufacturers of celluloid, mechanical wood-pulp in sheets.

1002. **Wood products.**—French importer wishes to represent Canadian manufacturers in Dauphiné and Arhèche, France; would like a good line of wood products.

1003. **Canadian products.**—French business man wishes to get into touch with Canadian houses for sale in France of Canadian products.

1004. **Automobile tires and tubes.**—A correspondent from Copenhagen, Denmark, claiming to have been in business for twenty years, desires an exclusive agency in automobile tires and tubes.

1005. **Agricultural, refrigerator and dairy machinery.**—A correspondent at present in Montreal claiming to speak Spanish desires to serve a Canadian firm as representative in Buenos Aires. Writer states he is familiar with conditions in that country. Does not object to being transferred to other posts from time to time.

PROPOSED SAILINGS FROM WEST ST. JOHN, ST. JOHN, HALIFAX, AND MONTREAL.

Subject to change without notice.

WEST ST. JOHN TO LIVERPOOL.

Corsican, C.P.O.S. Lines, about April 30.

WEST ST. JOHN TO BELFAST.

Ramore Head, Head Line, about April 30.

WEST ST. JOHN TO SOUTH AFRICAN PORTS.

Cape Town, Port Elizabeth (Algoa Bay), and Durban.

War Torrent, Elder-Dempster Co., about May 7.

ST. JOHN TO BERMUDA, ST. KITTS, DOMINICA, ST. LUCIA, BARBADOS, TRINIDAD, DEMERARA, ETC.

**Chaudiere*, Royal Mail Steam Packet Co., May 2; *Caraquet*, Royal Mail Steam Packet Co., May 4.

* Sails from Halifax.

HALIFAX TO SANTIAGO (CUBA), AND JAMAICA.

Key Vive, Pickford & Black, about May 20.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, May 10; *Megantic*, White Star-Dominion Line, May 21; *Canada*, White Star-Dominion Line, June 7; *Megantic*, White Star-Dominion Line, June 21.

THE RISKS OF DIRECT EXPORTATION TO THE EAST.

(Review of the *Foreign Press, Reconstruction Supplement.*)

The *Deutsche Wirtschaftszeitung* devotes an article to a review of a book by Wilhelm K. Kubie, entitled "Der Orient-Export," which gives from his personal experience practical advice to any persons who are interested in exports to the East. He says:—

The native merchant of the Levant is not up-to-date according to European ideas. He dislikes writing letters, a task for which he evinces little aptitude. It is obvious that want of proper education is at the bottom of this. It is often necessary to describe an article precisely in order to give the European exporter an opportunity of delivering the proper goods. The Levantine merchant usually finds great difficulties in giving such descriptions even in his own language. The Oriental prefers to give verbal orders, and is willing to pay higher prices at the branch of some export firm, rather than obtain lower quotations direct from an European manufactory at the cost of writing specific letters. It may be objected that European firms which have no branches in the East are represented by travellers. But it is far more expensive to send travellers than to employ a permanent representative, and also the Oriental customer sends in orders irregularly and is not disposed to wait for the arrival of the traveller. A few days often alter the whole complexion of the Eastern market, and there is not time to write to European factories and get answers, whereas by applying to the agents on the spot information as to the possibility of getting the required goods can be quickly obtained. The Levantine purchaser does not object to paying a little higher price so long as he can get the article quickly. Firms who have no representatives on the spot are often very badly informed as to the prices obtaining, and may offer goods at rates totally unacceptable.

Another disadvantage of direct trade with the Oriental customer is the reluctance which the Levantine shows to pay for the goods obtained from abroad. Personal influence must be brought to bear on him; letters have no effect. Branches and agents have more effective means at their disposal. They can cut off a local customer's credit, and, as in the Levant business is entirely built up on credit, withdrawal of credit spells ruin. It is necessary to be on the spot to estimate the financial stability of a customer, whose position may change from day to day, long before the firm can hear of it.

The inclination of the Levantine merchant to find fault gives great trouble to export firms. He, as said above, finds difficulty in sending clearly expressed written orders, and so the goods when they arrive are not always what he wants. Goods when unpacked and repacked are always more or less damaged, so the firm offers them at an unremunerative price; the purchaser flatters himself at having made a good bargain, and the manufacturer is disgusted with business methods in the East. A Levantine merchant, even when he has nothing to say against the goods supplied and is merely unwilling to pay, will find sundry excuses for complaint. A few days' delay in delivery, a trivial difference in the shade of colour from pattern, or even a misprint in the text of directions for use will serve as a reason for rejecting the articles. The upshot of an acrimonious correspondence is usually the acceptance of the goods at a lower price.

The Levantine will often make elaborate plans to exploit European firms to his own profit. He orders consignments of small articles from various makers, pays for some part of them in advance, and agrees to pay the balance on completion of the delivery. He pays up honestly—with borrowed money usually—and thus gets the reputation of being a trustworthy customer. He then lodges larger orders with bigger firms and uses the first batch of firms as references. He receives the goods which he

has ordered and sells them promptly. Gradually owing to his established credit he gets easier conditions of payment, until at last he gives only bills at sight for three months. It is then necessary to contrive that all the bills fall due at the same date, before which time he disappears, leaving behind a worthless stock, and will begin the same procedure elsewhere. There is seldom any satisfactory result to be obtained from prosecuting such a swindler.

The sending of patterns and catalogues offers difficulties. The native tradesmen will often ask for samples and price lists from a number of firms. The preparation and supply of these catalogues is very expensive to the houses concerned. They are of little use except to encourage competition. A firm that has a branch house or agents can supply these with their trade lists, which can be consulted by any one who wishes. A great saving is effected by not sending copies to every one who applies.

Any one familiar with the East can add to this list of disadvantages from his own experiences. A firm that wishes to do good business with the East must employ capable and trustworthy agents, unless the business done is extensive enough to warrant the establishment of a branch house in the country itself.

NEW BANKING LAW IN MEXICO.

(British Board of Trade Journal.)

A new law for the regulation of banks and institutions of credit in Mexico has been submitted to Congress by the President, through the Department of Finance.

TYPES OF BANKS.

Under the proposed law the following classification of banks and institutions of credit is made:—

(1) A sole bank of emission will be established later in conformity with the provisions of the Federal Constitution.

(2) Mortgage banks are defined as those which make loans secured by urban or rural real estate, with the privilege of issuing bonds secured by the same guarantee bearing interest and redeemable under stated circumstances and at given times.

(3) Banks of promotion are created specially to facilitate or encourage mining, industrial and commercial operations by means of priority loans, granting their guarantee for certain operations and issuing short-term cash or Treasury bonds bearing interest and payable on a fixed day.

(4) Agricultural banks will make loans and advances for the purchase of equipment or expenses of operation, to be secured by the products and crops of the farm, and with the priority of rights conceded by law.

(5) Petroleum banks will make all kinds of loans and advances for equipment and operation to petroleum exploitation enterprises, such loans to be secured by the actual products of such exploitation and with the priority of rights conceded by this law.

(6) Banks of deposit will include those banks having the faculty of carrying on any kind of banking transactions under the conditions determined by this law, with the exception of the issue of notes, Treasury bonds or mortgage bonds.

It is stated that the purpose of this classification is to guarantee ready capital for the promotion of industry, commerce and agriculture. None of the different kinds of banks, therefore, will possess the power to carry on the particular transactions of any of the others.

MODIFICATION OF 1897 LAW.

The new law contains an important modification of the old banking law of 1897. The minimum capital stock of agricultural banks, banks of deposit and of banks of promotion shall be at least 500,000 pesos (nominally £50,000), and that of the mortgage and the petroleum banks at least 1,000,000 pesos (nominally £100,000).

The provisions of the new law prohibit all banks from charging penal interest, whether expressly as such, as commission, or in any other form. To secure a more effective guarantee for deposits received by the mortgage banks, the new law provides that the portion of such deposits as are secured by discountable documents shall not exceed 25 per cent of the total deposits of the bank, and such documents shall be payable within a period not exceeding three months, instead of six months as fixed by the former law.

THE LAW AS AFFECTING FOREIGN BANKS.

Throughout the law the principle is laid down that the banking system is of public interest and that all foreign banks and institutions of credit must therefore submit to the national laws. In accordance with the principle it is provided that foreign banks or other foreign institutions of credit which may wish to establish branches in the republic must obtain from the Department of Finance the particular concession required by law, according to the kind of banking transactions they intend to undertake, and also must comply with the requisites of inscription and registry prescribed by article 24 of the Commercial Code. No branch of a foreign bank may operate except under one only of the different classifications contained in the law, even though the concession or foreign laws might give it the right to make transactions which would correspond to those of other kinds of banks specified under this law.

The capital of such branches of foreign banks shall be the same as that prescribed for national banks, according to the classification under which they may fall, and all capital stock must be entirely subscribed and available in cash. This capital must not be withdrawn from the republic while the branch exists.

To prevent foreign institutions of credit to occupy a better position or to enjoy greater privileges than the national banks, it is further provided that foreign banks, their local branches and any other credit institutions at present existing in the republic must submit to the terms of the law within a period of six months, or cease to operate within the republic, even as private banks.

CREDIT FOR EXPORT BUSINESS.

As regards the installation of machinery abroad, or indeed, as regards the greater part of foreign export trade, we find, says the Report of the British Departmental Committee on the Engineering Trades after the War, that the system of paying cash against shipping documents at the port of departure is one of such constant recurrence as to be almost general.

This means that the British manufacturer gets paid on foreign orders even more quickly than he does upon home orders; because the machinery, once packed and on ship-board, he receives his money without having to await the time of erection. Now this system, however satisfactory to the British manufacturer, is one which necessarily hampers his export trade. The development of non-capitalist countries depends largely upon the capital required being provided from outside, and also being provided on easy terms of payment. If a foreign intending manufacturer has to wait for his machinery for some considerable period after he has paid for it, assuming that he

has the money for that purpose, he is not only deprived of credit—which, in the case of new countries, is essential—but he is actually penalized in respect of interest on his purchase from the time that it is placed on shipboard until it is in operation in his works.

INSUFFICIENCY OF CREDIT.

Evidence has shown that much of the competition which this country meets with in its endeavour to supply goods abroad is due to the lack of credit which is given to foreign purchasers. The result is that where an order is placed in the United Kingdom a merchant firm operating in the foreign country concerned has very often to intervene in the matter, to provide temporarily the capital required, and naturally in consequence to load the transaction with a further profit.

FINANCIAL FACILITIES.

We do not consider that the joint stock banks of this country can be reasonably expected to provide the capital required for financing this trade. We are informed that the German banks do this on a large scale, but German banks stand upon a different footing to British banks. They are more of the nature of finance institutions than banks as we understand them, often running part of the risk and taking part of the profit. The liability of our banks upon short term money precludes—and, in our judgment, properly precludes—their making long term advances of any considerable amount. In this connection we have studied the report of Lord Faringdon's Committee on Financial Facilities for Trade, and we agree that such a bank as the British Trade Bank advocated by the committee would afford important trade facilities and materially encourage the export trade of this country. The manufacturer could afford to pay a substantial rate of interest for the facility afforded, because the elimination of the foreign merchant house, with its dearly available capital, would properly avoid the charging of an additional profit, and thereby cheapen the product to the purchaser.

GERMAN CREDIT INSURANCE.

It has been brought to our notice by several witnesses, though we have not been able to obtain any reliable details on the subject, that there exists in Germany a form of insurance company which is willing, for a commission of about 4 per cent, to guarantee approved long-dated bills of foreign trade. Thus, for instance, this German company is said to guarantee to the German manufacturers the due payment of bills accepted by Russian purchasers.

The existence of such a financial institution would, undoubtedly, facilitate the granting of credit in the export trade. The insurance company would be able, by its agents and branches to have on its books firms in foreign countries to whom they would be able to give an insurance credit of a certain amount, so that the intending purchaser, at the time of his purchase, would be able to say that the credit asked for would be guaranteed. The endorsement by the insurance company of the bills given would make them largely marketable securities, and would, when they approached the last six months of maturity, bring them as negotiable instruments within the discounting purview of the ordinary joint stock bank. The functions of such an insurance company could well be covered by the British Trade Bank. It is a business which requires the greatest care and skill, but should be quite possible of attainment. The main objection would be that a firm of standing asking for credit would probably not be willing to consider that they should be guaranteed, because, in fact, the cost of the guarantee would fall upon their purchase.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

R. A. Lewis, Acting Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunkaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

Report of the Department of Trade and Commerce. (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Rio de Janeiro. (See p. 831.)



Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

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Ottawa.

Monday, May 5, 1919.

No. 796

HEAVY DEMAND FOR CANADIAN WOOD MANUFACTURES IN THE UNITED KINGDOM.

CHIEF CANADIAN TRADE COMMISSIONER HARRISON WATSON.

London, April 16, 1919.—The writer and the other Trade Commissioners in the United Kingdom have for many years past repeatedly called attention to the great demand existing in this country for manufactures of wood and turned goods of all kinds, which have never been made to any extent here, and have urged that Canadian manufacturers should be able to secure a share of this business provided they will adopt the same organization as exists in the United States and Norway and Sweden, the principal countries from which supplies are imported.

The chief articles required include handles of all kinds—broom, tool, implement, etc.—dowels, washboards, domestic and kitchen woodenware of all kinds, and small turned goods.

While in the past Canada has occasionally sent consignments of some of these goods to Great Britain, prices obtainable here were often unattractive in comparison with those procurable in the home market, and another obstacle in the way of profitable trade is that, whereas factories in competitive countries, equipped with automatic or other perfected machinery, run upon a single article, or size of an article, for a number of days and thus are able to turn them out with the lowest possible cost of production, the majority of the Canadian factories make a large variety of articles in small quantities, which obviously greatly increases the cost of same.

For over two years the importation of almost every kind of manufacture of wood has been prohibited into the United Kingdom, and although some small production of certain lines has been carried on here, the quantities were quite insufficient to meet the requirements of the country, and at the time when hostilities ceased the country was practically bare of stocks, and prices had risen to an extraordinary level.

With the withdrawal of the import restrictions in favour of Canada a few weeks ago a unique opportunity has been created for Canada, because it is now impossible to import supplies of wooden goods from countries outside of the British Empire, and this office has for the past few weeks been receiving a constant stream of inquiries from firms of all kinds as to the possibilities of their being able to purchase from Canadian manufacturers almost every kind of wooden goods which were formerly bought from foreign countries.

Trade inquiries covering many of these have been transmitted to the Department for the information of Canadian manufacturers, and any who are well equipped for large output capacity and possess the necessary automatic machinery should be able to secure orders which will keep them busy for a long time.

In several cases firms here who were sending out representatives to pay periodical visits to the United States have arranged that these should be extended to Canada, in order to ascertain the prospects of getting orders filled there, while several of the largest dealers in handles, turned goods, etc., have expressed their readiness to contract for large supplies, provided that regular deliveries are assured and that arrangements about quality and prices can be satisfactorily made; and in this connection they are ready to pay a visit to Canada in order to negotiate transactions in person with Canadian manufacturers provided that the prospects of Canada being able to supply the goods are sufficiently promising to warrant the step.

In particular there are inquiries for small turned goods such as chair spindles, etc., which can only be dealt with by manufacturers possessing the necessary automatic machinery.

For reasons already given, there are practically no general quotations at the present time, prices being a question of negotiation between buyer and seller, because if foreign manufacturers are willing to name definite prices, they are unable to deliver the goods here as long as the present prohibition remains in force.

However, while it is impossible to give any information upon this point, the Commercial Intelligence Branch of the Department of Trade and Commerce has been constantly receiving from the Trade Commissioners particulars of the requirements of British firms in all kinds of wooden goods, in most cases supplemented by specifications, and in some by designs and actual samples, and these details will afford manufacturers interested a thorough idea of what is required, while buyers who have applied to this office recently have been requested to send full particulars of their wants to different Canadian manufacturers.

While it is to be feared that our woodworking industry is not sufficiently developed to furnish all the needs of the United Kingdom, it is to be hoped that the present position will enable manufacturers to secure some valuable orders and to effect a permanent footing in this market, but in order to do this they must set up special and adequate export organization.

What the future position as regards the entry of manufacturers of wood in this country will be remains to be seen, but it should be noted that it has been announced that the existing import restrictions will come up for review on the 1st September next.

THE ARGENTINE REPUBLIC AS A MARKET FOR ASBESTOS.

TRADE COMMISSIONER B. S. WEBB.

April 24, 1919.—During an average year the Argentine Republic requires to import some 300 to 400 tons of asbestos goods. Imports of this commodity increased from an average of 300 tons during the five years prior to 1913, to 368 tons and 373 tons in 1913 and 1914, respectively. From this year onward imports declined as a result of war conditions, but the diminution in the case of asbestos articles was not so pronounced as might have been expected, and during 1916, notwithstanding restrictions on exports, scarcity of shipping space and other obstacles in the way of free importation, 269 tons were imported, being nearly as much as during a normal year.

COUNTRIES SUPPLYING THE MARKET.

In view of Canada's favourable position amongst asbestos-producing countries, one would expect to find the names of Canadian manufacturers of asbestos packing, etc., included amongst those who are supplying this trade. This, however, is not the case, inquiries amongst native importers of asbestos packing revealing the fact that Canada, as a producer of asbestos manufactured articles, is almost unknown to them.

Before the war fairly large quantities were imported from Germany and Italy, but the largest share of the trade, nearly one-half, has always been in the hands of English manufacturers. Three English manufacturers are actively represented here by local agents; an American and a Canadian factory also have agents here, but so far as can be ascertained the volume of business secured for the Canadian factory has been comparatively small. With the commencement of hostilities in Europe, supplies from England were curtailed and the German manufacturers were almost entirely eliminated. Manufacturers of other countries quickly availed themselves of this

situation, and in this connection the appended table of imports by countries is interesting:—

	Kilos. Imported, 1914.	Kilos. Imported, 1915.
All countries.. . . .	373,513	193,396
United Kingdom.....	139,770	111,204
Italy.....	98,312	4,638
Germany.....	97,143	21,328
United States.....	13,926	51,990
Canada.....	1,000	—

The asbestos manufactured goods demanded are sheets, rope, packing and fibre, washers, gaskets, and other sundries required for use in connection with steam plants and for the cold storage chambers and the compressing plants of the packing-houses. One-fourth of the asbestos is imported for account either of the railway companies or the Government, which is indicated by the fact that 25 per cent of the imports enter duty free, a privilege accorded to railway companies and Government departments exclusively. There is practically no demand for asbestos shingles, nor is asbestos used in the construction of dwelling-houses in any form. Fairly large quantities of asbestos tiles were formerly imported into Argentina. This commodity is known locally as "eternite." These tiles are imported in plates measuring 1.20 mms. by 1.20 mms.; they come in all colours and formerly came chiefly from England.

ASBESTOS—QUANTITIES IMPORTED, AND VALUES, 1909 TO 1917.

Customs statistics covering imports of asbestos goods, under the general heading "asbestos," are reproduced below:—

	Kilos.
Average, 1909 to 1913.. . . .	1,507,408
1913.. . . .	367,958
1914.. . . .	373,513
1915.. . . .	190,396
1916.. . . .	268,885
1917.. . . .	182,853

Asbestos and asbestos goods are valued for statistical purposes at 28 cents gold per kilogramme, approximately 12 cents per pound. The actual commercial value c.i.f. Buenos Aires is of course much higher. According to a recent report on the subject of the commercial value of imported goods, the actual c.i.f. Buenos Aires value of asbestos goods during 1913 was 28 per cent higher than the official appraisement. The increase in the landed cost during subsequent years of the class of commodities in which asbestos is included, as estimated by Director General of Statistics, is shown hereunder:—

	Official Valuation per Kilo. \$ Gold.		Actual c.i.f. Buenos Aires, Value per Kilo. \$ Gold.
1913.. . . .	0.28	+	28%
1914.. . . .		+	33%
1915.. . . .		+	33%
1916.. . . .		+	68%
1917.. . . .		+	150%

DISTRIBUTION.

Stocks of asbestos manufactured goods are carried by nearly all machinery supply houses and this class of trade, purchased direct on catalogue price, would probably account for one-third of the importation. Certain quantities, possibly one-third of the total importation, are brought in for account of railway companies, freezing plants, and other large consumers whose orders would be solicited by the local representatives of the manufacturers. The remaining portion of the trade is handled by one or two houses specializing in asbestos goods and purchasing freely in the several markets of the world.

TRADE PROSPECTS.

The demand for asbestos articles during the war period was a result of the extraordinary development of local industries consequent upon the European demand for certain commodities such as frozen meat, woollen goods, dairy products, etc., required for war purposes. Freezing plants and textile factories have been working at full pressure, and existing cheese and butter-making factories have been enlarged and new ones constructed. It is reasonable to suppose that the steam plants connected with these factories have not been kept up to the usual standard of efficiency, and that engineers will take advantage of the removal of import restrictions and the cessation of war work for the overhauling and repairing of their installations. The prospects for the present and the immediate future are therefore that the demand for asbestos manufactured goods, packing, gaskets, crude asbestos, asbestos boards, rope, etc., is likely to increase.

A list of Argentine importers of asbestos goods, together with a list of foreign manufacturers trading in Argentina, can be obtained by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to File 19201.

NOTE.—The writer of the above article, Mr. B. S. Webb, Canadian Trade Commissioner at Buenos Aires, is at present in Canada, and will be pleased to call on any manufacturer of asbestos goods interested in the Argentine market. Address communications to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

OPENING FOR CANADIAN BUTTER IN JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, writes that he has received inquiries of late for good Canadian butter.

At the present time, the best butter retails in Yokohama at yen* 1.33 per pound. If Canadian manufacturers could lay down butter at this port at a price which could compete with the above, a good market should be developed.

The import duty on butter in Japan is yen 27.00 per 133 pounds, while the duty on artificial butter is yen 29.60 per 133 pounds.

One biscuit manufacturer in Tokyo, who uses great quantities of butter, stated that he pays yen 1.10 per pound c.i.f. Tokyo. This company uses about 10,000 pounds per month. Before the war nearly his whole supply was imported from Siberia, but it was said that Canada should be able to supply the needs of this country.

The butter should be packed in kegs of about 100 pounds.

If any firm is interested in this inquiry and will submit samples and prices, the Canadian Trade Commissioner would be glad to show them to interested parties. (See Inquiry No. 1023 on page 841 of this issue of the *Weekly Bulletin*.)

DEMAND FOR POWDERED MILK IN JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, has received an inquiry for powdered milk from one of the largest confectionery companies in Japan.

It is said that dried powdered milk is imported at the present time from America at a cost of 80 sen (40 cents approximate) per pound c.i.f. Tokyo. Shipment is usually made in 200-pound barrels. If Canadian manufacturers can compete both in quality and price, there are good prospects here for a steady market.

A certain quantity of condensed milk is manufactured in Japan, but very little powdered milk is made, although it is said that one company is preparing to manufacture powdered milk at the present time. However, on account of the scarcity of milk in this country, there is always likely to be a good demand for the imported article. (See Inquiry No. 1022, page 841 of this issue of the *Weekly Bulletin*.)

* 1 Yen = 52.60 cents Canadian currency (present exchange).

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission:—

A long stride towards normalizing international trade has been taken by the Allied and Associated Governments in suspending all war-time black lists. The information was conveyed in a special cable to the Canadian Trade Commission from London on Friday, April 25, though Reuter's Agency did not carry the news until the following Monday. These lists contained the names of several thousand merchants who had intimate relations with either enemy governments or traders of enemy nationality. There was an especially long list in Spain and in South America. The cablegram also reports an extensive widening of import opportunities among the northern neutral countries and Switzerland. In brief, it points to the removal of the national rationing plan for those countries and the abrogation of most embargoes. War material, however, is still prohibited. Imports generally will go to those neutrals without the limitation of quantities which has been in force since the second year of war. The usual guarantee against reshipment to enemy countries must be furnished by consignees from the centralized bodies in their respective countries.

Industrial Exhibition at Athens.

A large industrial exhibition in which Canadian manufacturers are being invited to co-operate is being arranged in Athens, the Greek capital, in September and October by the "Federation of British Industries," a metropolitan combine designed to regain trade lost during war. A communication to the Trade Commission points out the timeliness of the exhibition, and the favourable opportunities it will offer to bring before Greek, Balkan and Levant merchants Canadian products and manufactures. It is believed that participation at the commencement of trade relations between the two countries will lead to permanent trade. The friendliness of the Greek Government is assured, and the communication hints that there will be good justification for making the Canadian exhibit one of the most prominent. The Greeks are the chief merchants and traders throughout the Eastern Mediterranean coast, Asia Minor and the Balkans, and it is figured that there is in Greece at present an accumulation of cash to the extent of \$300,000,000 above normal, secured in war orders, and that merchants are impatient to receive machinery and raw materials to carry on national industries and international trade.

The Handling of Canadian Credits for European Orders.

A cablegram from the Canadian Mission in London on April 29 clarifies the policy which actuates the Mission in dealing with European orders secured under Canadian credits, and defines the procedure they follow beyond possibility of doubt. The cable states:—

"The Mission was created not only to introduce Canadian manufactured goods into foreign countries but above all to keep Canadian factories running and to give employment at this particular time. Business obtained under these credits is a distinct departure from ordinary business. New methods must be employed as circumstances warrant. The very fact that a single buyer for Roumania is able to place orders for many million dollars, selecting a large variety of different lines, within comparatively a few hours, indicates the extraordinary conditions. The aim of our method should be not only to protect the buyer under these unusual conditions, but also to protect the value of the credit given by the Canadian people. The further welfare of our continued trade with these countries will rest on their confidence in our methods, as much as

in the value of the commodity sold. Impartial and independent determination of prices and of thorough inspection is a necessary protection to the buyer, and we believe that the quality of goods passing inspection at Canadian mills should not further be questioned. In addition, we believe the circumstances of this business warrant insistence on a most moderate profit."

In securing trade orders under Canadian credits abroad, the Commission reports that certain industries have taken a predominant place, and that other classes equally important have done little to obtain an allocation. As the main idea in establishing credits was to enable Dominion industries as a whole to "carry on" over a difficult period and to enable a larger entry to be made into the export field, the attention of business men in all industries is called to the conditions. It is thought advisable to spread the credits over unused factory capacity without confining the benefits to a few lines, and thus prevent unemployment where possible. Present conditions offer to producers golden opportunities of entering the permanent export markets which may not again recur, and the Commission impresses upon traders which may never have exported before the striking advantages of group endeavour.

The Ladies' Wear Export Association.

After a conference on Tuesday, April 29, with the Commission, manufacturers of women's garments in Canada, representing 95 per cent of the trade, organized under the name of "The Ladies' Wear Export Association," and decided to send a representative to Europe, sailing on May 10, to secure orders under the Canadian credits. All firms in the line will be invited to join, and will share in the allocation of orders received. The Canadian Trade Commission is favouring special consideration of their case by the Canadian Mission in London owing to the fact that through seasonal changes of fashion this industry invariably has five months in each year of virtual unemployment. This condition, it is pointed out, does not hold in men's garments, and it was mentioned that owing to the large number of returning soldiers getting back into civilian clothes, the men's garment trade throughout Canada was at the height of production. The Ladies' Wear Export Association holds large options on cloth, and is in a position to deal promptly with credit orders. Members were in accord with the Trade Commission that the present opportunities for entering the permanent export trade will not recur. The representative of the Commission emphasized the point that the main and predominant object of the Canadian Government in establishing these credits in Europe was to bridge the slack period in domestic industry and to prevent unemployment in Canada.

APPLE MARKET CONDITIONS IN THE UNITED KINGDOM.

CANADIAN FRUIT TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, April 4, 1919.—Apple arrivals during March have been very heavy for this season of the year, and not far short of those during the exceptionally heavy month of February, though the proportion of those from Canada has dropped to less than one-eighth of the total, as compared with over two-fifths in January, and about one-fifth in February. The unsatisfactory condition, which is always a feature of shipments late in the season, has resulted in the maintenance of the discrimination in price shown in February between the different varieties, grades and condition classifications, and the allotment system of distribution which obtained during the earlier months has not been in operation, except in the case of particularly good lots. Nevertheless, even at the auction sales there has been strong competition for the best parcels, for which maximum prices have been obtained without any difficulty. Ontario and Nova Scotia Golden Russets and Nonpareils, in good condition, have brought the

maximum, but very few Canadian apples of other varieties have been in a condition to warrant such prices. A number of American Baldwins, Greenings, Albemarle, and even a few Ben Davis, have reached the maximum.

COMMENT ON PARTICULAR SHIPMENTS.

The Ontario apples ex ss. *Tunisian*, sold by auction in Liverpool on March 3, 5, 7, comprised few apples in the best condition. Of these Baldwins, No. 1 and Golden Russets, Nos. 1 and 2, were sold at the maximum, 67s. 8d.; Baldwins, No. 2, at 66s.; and some mixed lots—Ben Davis, Greenings, Baldwins, etc., Nos. 1 and 2—65s. The greater part of the shipment, however, was slack, selling as follows: No. 1, 40s. to 66s.; No. 2, 32s. to 64s.; Domestic, 31s. to 56s., and No. 3, 29s. About 300 were wet, selling from 13s. to 34s. 6d., while about 60 were wasty and sold to be sorted before removal from the quay at 10s. to 14s. 3d. A few apples on this boat were packed in the small barrel. About 400 Ontario box apples on the ss. *Tunisian*, all showing waste in from 5 to 22 apples per box, were sold as follows: Baldwins, No. 1, 13s. to 14s.; No. 2, 13s. 9d.; Spies, No. 1, 14s. 6d.

Of about 863 British Columbia apples ex ss. *Megantic*, sold in Liverpool, many were very wasty, especially Canada Red and Winesaps, bringing 4s. to 11s. only. Some 370 sold for 19s. 9d., and the rest from 12s. to 17s.

Ontario Golden Russets, tight and slack, Nos. 1 and 2, ex ss. *Corsican*, Liverpool, March 5, brought the maximum, 67s. 8d. The shipment, however, was mainly slack with a number slack and wet. Prices have already been reported by cable. Some 1,507 boxes of apples and 75 boxes of pears ex ss. *Corsican* were from Lytton and Vancouver Island points in British Columbia, comprising Ben Davis, Red Cheek Pippins, Blue Pearmain, Salomes, Baldwins, etc., many unwrapped, and others deficient in grade and pack. Many of them, especially the Russets, were in very poor condition. Some 380 sold at 20s. 10d. (maximum), 413 at 19s. 3d., 126 at 18s., 140 at 17s. 6d., 54 at 16s. 6d., 129 at 13s. 6d., 53 at 10s. 6d., 69 very wasty at 6s., 127 to be sorted at 3s. 6d., while 16 were quite worthless. The pears were of poor quality, and showed considerable waste. At a time when first-class pears could have been sold at 1s. per pound, they brought prices as follows: 9 cases, 18s. 6d.; 14, 16s. 6d.; 20, 13s. 6d.; 30, very wasty, 3s. 6d. to 11s.; and 2, quite worthless.

Seven thousand Nova Scotia apples ex ss. *Mottisfont* were sold at prices proportionate to grade and condition, the best bringing the maximum, 58s. 4d.

The Ontario apples ex ss. *Metagama*, about 1,500, were largely slack, with a number slack and wet. Tight Ben Davis on this boat were sold in Liverpool, March 5 and 7, at 65s. to 66s. for ones, and 50s. for twos. Good American Baldwins and Albermarles at the same sale made the maximum. A few Nova Scotia Russets ex ss. *Metagama* brought the maximum, with 54s. for No. 3.

A considerable number of the Ontario apples ex ss. *Empress of Britain*, Liverpool, March 17 and 19, were wet and wasty, ranging in price from 10s. to 28s., while a number were sold to be sorted on the quay before removal as low as 6s. The best Ben Davis sold at 45s. to 50s. for ones, and 46s. to 48s. for twos. The best American apples sold at the same time, Baldwins and Greenings maximum, Ben Davis 66s.

Some 11,000 barrels of Nova Scotia apples ex ss. *Kanawha* brought the maximum for Nonpareils and Golden Russets, from 45s. to 55s. for Ben Davis in good condition, and proportionate prices for Baldwins and Spies, which were out of condition.

The Nova Scotia apples ex ss. *Graciana* sold in Liverpool, March 19, were in better condition generally than most of the Ontario apples received about the same time. There was a fair proportion of tight barrels, though many were slack, and a number were wet and wasty. Golden Russets and Nonpareils, ones and twos, and a few threes, were sold at the maximum, Ben Davis, tight, ones and twos, 50s. to 52s., and other varieties, mainly slack, at prices already reported by cable.

Glasgow only received two shipments of Canadian apples during March, 2,400 British Columbia apples ex ss. *Montezuma* were all in fairly good condition and sold during the week, March 17 to 22, at maximum, 20s. 10d. Some 1,000 Ontario apples ex ss. *Cassandra* were generally in satisfactory condition. Of these a number were allotted March 28 without question, at the maximum, and nearly all the rest, including Ben Davis, Nos. 1, 2 and Domestic; Spies, Nos. 1, 2 and 3; Golden Russets, Nos. 2 and 3; and Ontario, No. 2, received the maximum in open auction. Ben Davis, No. 3, brought 52s. to 58s., and Manns and Greenings, No. 2, slack, 54s.

Some 380 boxes of Ontario apples, mainly Spies, ex ss. *Megantic*, Liverpool, March 24, although showing more or less waste, especially the larger sizes, were allotted, generally, at the maximum. Some 67 No. 3 Spies, unpapered, and showing waste in seven to nine apples per box, brought the maximum in the auction room on March 28.

The 166 Ontario apples ex ss. *Grampian*, Liverpool, April 2, were generally in fair condition, some 21 being slack and wet, and selling at 33s. 6d. Ben Davis, No. 1, sold at 66s. to 67s. 8d.; No. 2, at 62s. to 63s.; and No. 3, at 58s.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official statistics of apple imports into the United Kingdom during the corresponding weeks of the years 1916, 1917, 1918 and 1919:—

				1916.	1917.	1918.	1919.
				Cwts.	Cwts.	Cwts.	Cwts.
Week ending March	8—Total	imported	.. . .	58,215	33,441	20,437	136,219
" " "	8—From	Canada	.. . .	38,127	18,757	.....	21,067
" " "	15—Total	imported	.. . .	43,063	16,932	22,057	172,544
" " "	15—From	Canada	.. . .	5,142	2,661	.....	17,452
" " "	22—Total	imported	.. . .	63,126	36,846	19,854	75,826
" " "	22—From	Canada	.. . .	30,771	25,096	.....	12,971
" " "	29—Total	imported	.. . .	16,993	6,704	16,355	61,935
" " "	29—From	Canada	.. . .	7,767	2,933	.....	3,182
During March—Total				181,397	93,923	78,703	446,524
" " —From Canada				81,807	49,447	.....	54,672

According to these statistics, total receipts of apples during March very greatly exceeded the restricted imports for the same month in the three previous years, were almost equal to those during January, 1919, and only 120,419 cwts. (long) less than those of the heavy shipment month of February, 1919. They comprised only 12.2 per cent of total imports as against 20.5 per cent in February, 1919, 43 per cent in January, 1919, 52.6 per cent in March, 1917, and 45 per cent in March, 1916.

IMPORTS OF ORANGES.

It may be of interest to note that imports of oranges, the principal competitive fruit during March, 1919, were 819,613 cwts. (long) as compared with 392,464 cwts. in 1918, 328,619 cwts. in 1917, and 950,574 cwts. in 1916.

AUSTRALIAN APPLES.

Australian apples for the United Kingdom market are to be handled in a novel manner in order to meet present abnormal conditions. The high cost of freight (7s. 6d. or \$1.82 per case of 40 to 42 pounds net), made the financial risk more than the growers themselves cared to undertake, and the Tasmanian Government therefore has arranged with the growers to pool their fruit and sell it *en bloc* to a purchasing syndicate comprising the principal receivers of Australian fruit in London, Liverpool, Manchester and Hull.

Difficulties as to shipping space have been overcome by the British Ministry of Food agreeing to give up a proportion of their refrigerator space on ships leaving Australasia during March and April, but strikes and labour troubles have delayed

shipments, and the first cargo from Hobart, comprising 75,000 boxes of Tasmanian, and about 15,000 boxes of Western Australian apples, cannot reach the United Kingdom before the first week in May. It is expected that total shipments for the 1919 season will be about 400,000 boxes. Most of the cargoes will be discharged in London. Maximum prices to the first owner in this country have been fixed at 20s. 10 d. for net weights not less than 40 pounds, and 19s. 3d. for net weights not less than 37 pounds.

FRUIT ADVERTISING.

At the annual meeting of the National Federation of Fruit and Potato Trades' Association, Ltd., held recently in Manchester, a resolution was approved as to the inauguration by the association of a fruit advertising and propaganda policy, to educate the public to the value of fruit as an article of diet, and the suggestion was made that a national apple day should be held in November. Results obtained by such a policy in America, and also in connection with the sales of bananas, were instanced as supporting the view that it would result in the increased consumption of fruits and the avoidance of gluts.

THE DEMAND FOR CONFECTIONERY IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, April 4, 1919.—A considerable demand exists throughout the United Kingdom for all classes of confectionery, and in spite of the strenuous efforts of British manufacturers to supply requirements, stocks are so depleted that an excellent opportunity is offered to Canadian importers during the next six to nine months. Some very large orders for chocolates have already been taken by Canadian houses, and an important confectioners' buying syndicate, representing some forty confectioners, mainly in Yorkshire, write that they are in the market for "almost any quantity" of all kinds of confectionery. Chocolates, peppermint creams, caramels and gums are among lines that have been especially inquired for.

DUTIES ON CONFECTIONERY.

The following schedule of duties on confectionery may be of interest to exporters:—

Confectionery—	Per Cwt. (long).
	£ s. d.
Hard, including sugar almonds, caraway seeds and chewing gum..	1 5 8
(Except that if the importer declares that the duty on the amount of sugar or other sweetening matter used in manufacturing the sugar almonds does not exceed 18s. 6½d. per cwt.) the duty is	0 18 6½
Soft R.B. gums in bulk or in barrels or cases on the entry for which the importer has declared that the combined quantity of sugar and glucose used in the manufacture does not exceed the rate of 11s. 8d.	0 11 8
Other R.B. gums, caramels, chewing gums, jelly beans, Turkish delights, etc.	0 18 6½
Fig. Confectionery made from sugar and containing no other ingredients except flavouring.	1 5 8

On cocoa preparations, including chocolates, there is no fixed duty. On lots of one cwt. and under a duty of £2 10s. per cwt. is charged. In the case of larger quantities the goods are cleared on the deposit of £2 10s. per cwt., and submitted to a test, on the result of which the duty is based. The average duty, after test, is stated to be 35s. per cwt.

IMPORT OF DAIRY PRODUCTS INTO WEST INDIES.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, April 4, 1919.—Having had inquiries on several occasions from manufacturers of churns and other dairy machinery, and quite recently an inquiry from a leading creamery in Canada desiring to find a market for its butter in the West Indies, it would appear desirable to set out as fully as possible the prevailing conditions in these colonies in regard to dairying and to show the quantity of butter and condensed milk imported. This would in a general way indicate the extent of the market, and, necessarily, the smallness of the demand for dairying machinery. The total value of the import of dairy products in 1916 amounted to £311,178, and comparing this figure with that of 1913, the last normal year, the value is found greater, but the quantity has not increased and in some cases is less.

The following table sets out in detail the import of condensed milk, butter and butter substitutes for 1916:—

<i>Trinidad.</i>		Quantity.	Value.
Article—			
Milk, condensed..	cases.	48,149	£51,611
Butter..	lb.	781,050	51,709
Oleomargarine..	"	78,217	2,094

<i>British Guiana.</i>			
Milk, condensed..	lb.	558,475	13,487
Butter and butter substitutes..	"	595,570	37,462

<i>Jamaica.</i>			
Milk, condensed..	lb.	2,202,551	48,003
Butter..	"	286,025	25,027
Butter substitutes..	"	558,524	16,290

<i>Barbados.</i>			
Milk, condensed..			3,995
Butter..	lb.	235,887	17,692
Oleomargarine..	"	488,564	13,232

<i>Leewards.</i>			
Milk, condensed..			751
Butter..			5,693
Oleomargarine..			6,714

<i>Grenada.</i>			
Milk, condensed..			950
Butter..			3,718
Oleomargarine..			4,514

<i>St. Vincent.</i>			
Milk, condensed..			47
Butter..			2,000
Oleomargarine..			448

<i>St. Lucia.</i>			
Milk, condensed..			747
Butter..			3,641
Oleomargarine..			2,347

CONDITIONS OF DAIRYING IN THE LARGER COLONIES.

In a communication received last year from Trinidad in answer to an inquiry as to the possibility of introducing Canadian churns in that colony, the facts were

set out as follows: "that there is practically no sale for churns here owing to milk being insufficiently rich in cream to allow for butter-making being a remunerative industry. It has been tried at the Government Farm and one or two other places, but with no satisfactory financial results." The same general conditions prevail in the other colonies, and in examining the blue-books under the list of "manufactures and Factories" it would appear that only in Demerara are any dairies noted. These, however, must be of little importance, as advices direct from the colony are to the effect that "there are no creameries or cheese factories established on a commercial basis, but we may mention that a planter of Georgetown is now rearing a herd of Holstein cows with a view to the production of butter. The fact remains, however, that up to the present there is practically no dairying done except on a very small scale."

Advices from Jamaica are similar in general statement, and run as follows: "As regards cheese factories or creameries, there are none in this island. There are, however, planters in the country parts who make butter on a small scale, but not of sufficient importance to be mentioned."

In Barbados there were a few dairies in operation before the war which attempted to operate on modern lines, and their output of butter was not inconsiderable. These have been closed down so far as butter-making is concerned, as it is found more profitable to sell milk. On many of the estates a quantity of butter is made which would be quite sufficient for private use, and a glass churn of small size called the Dazey is used for the purpose. This churn is sold not only in Barbados but in the hardware stores throughout the West Indies, and though no statistics are available, it is probable that quite a large number are sold.

The following illustrations will show the churns, which come in three sizes, well suited for domestic use, and available for making one or two pounds of butter at a churning. The invoice price quoted for the three sizes were, respectively, \$7.25, \$9, and \$11.50 per dozen, f.o.b. the factory.



Churns In use in British West Indies.

ARGENTINE FOREIGN TRADE DURING THE FIRST NINE MONTHS OF 1918.

TRADE COMMISSIONER B. S. WEBB.

An advance report on the foreign trade of Argentina during the first three-quarters of the year 1918 has been presented by the Director General of Statistics to the Minister of Finance. It is from the translation made by the *Review of the River Plate* that the following extracts have been taken:—

The "real" value of the imports during the first nine months of 1918 was \$365,863,172 gold, or say \$99,075,405 gold above that of the imports during the like period of 1917.

The value of the exports was \$620,495,855 gold, an increase of \$206,467,469 gold over that for the same portion of 1917.

BALANCE OF TRADE (REAL VALUES).

The "real" commercial balance in favour of the country during the first nine months of 1918 was \$254,632,683 gold; that for the same portion of 1917 was \$147,240,619 gold; increase, \$107,392,064 gold. These figures are shown in tabular form below:—

	Real Values in \$ gold during First 9 Months of		Difference.	
	1918.	1917.	Absolute.	Per cent.
A. Imports..	\$365,863,172	\$266,787,767	\$ 99,075,405	+ 37.1
B. Exports..	620,495,855	414,028,386	206,467,469	+ 49.8
C. Commercial interchange—				
Exports..	620,495,855	414,028,386	206,467,469	+ 49.8
Imports..	365,863,172	266,787,767	99,075,405	+ 37.1
D. Balance of trade..	\$986,359,027	\$680,816,163	\$305,543,874	44.8
	254,632,683	147,240,619	107,392,054	+ 72.9

IMPORTS.

The quantity of goods imported during the first nine months of 1918 was 5.7 per cent less than during the like period of 1917. On the basis of the tariff of values (which has undergone no modification since 1906), the value of the imports during the same two periods was \$126,159,237 gold and \$133,809,670 gold, respectively. Important rises in the prices paid for our imports account for the co-existence of a diminution in the quantity and an increase in the "real" value of the goods (37.1 per cent). During the first nine months of 1917 the "real" value of the goods imported was 99.3 per cent above the tariff value; and in the like period of 1918 the difference between the "real" and the tariff values was 190 per cent.

BALANCE OF TRADE (NOMINAL VALUES).

The following tables show the nominal values of the imports in both periods, the values of the exports, and the apparent commercial balance in favour of this country:—

	1918.	1917.	Difference.	
			Absolute.	Per cent.
A. Imports..	\$126,159,237	\$133,809,670	\$ 7,650,433	— 5.7
B. Exports..	620,495,855	414,028,386	206,467,469	+ 49.8
C. Commercial Interchange—				
Exports..	620,495,855	414,028,386	206,467,469	+ 49.8
Imports..	126,159,237	133,809,670	7,650,433	— 5.7
D. Balance of trade..	\$746,655,092	\$547,838,056	\$198,817,036	36.2
	494,336,618	280,218,716	214,117,902	+ 76.4

IMPORTS, BY CLASSES.

The table which follows shows the nominal values (an expression of quantity) of imports during the first nine months of 1918 compared with those of the same period of the preceding year:—

	"Nominal" Values in \$		Difference.	
	Gold in 9 Months.		Absolute.	Per cent.
	1918.	1917.		
I. Live stock..	977,090	1,377,321	— 400,231	—29.6
II. Foodstuffs..	15,169,796	24,409,595	— 9,239,799	—37.9
III. Tobacco manufactured and unmanufactured..	2,350,813	3,241,433	— 890,620	—27.5
IV. Beverages..	2,037,044	2,896,335	— 859,291	—29.7
V. Textile materials and their artifacts..	43,709,561	36,670,916	+ 7,038,645	+19.2
VI. Oils—fixed, mineral, volatile, medicinal, and greases..	8,802,809	10,722,795	— 1,919,986	—17.9
VII. Chemical and pharmaceutical substances..	7,453,405	7,132,070	+ 321,335	+ 4.5
VIII. Colours and dyes..	1,284,206	1,216,832	+ 67,374	+ 5.5
IX. Wood, woody substances and their artifacts..	5,401,572	4,652,748	+ 748,824	+16.1
X. Paper and its artifacts..	4,068,511	4,887,610	— 819,099	—19.7
XI. Leather and its artifacts..	815,426	1,202,288	— 386,862	—32.2
XII. Iron and its artifacts..	10,427,176	13,368,279	— 2,941,103	—22.6
XIII. Other metals and their artifacts..	6,972,231	5,412,445	+ 1,559,786	+28.8
XIV. Agricultural..	3,572,754	2,087,937	+ 1,484,817	+41.1
XV. Stones and earthy substances, glass-ware and ceramic products..	7,701,775	7,132,577	+ 569,198	+ 8.0
XVI. Electrical material..	1,764,675	2,191,832	— 427,157	—19.5
XVII. Various articles and manufactures..	3,650,393	5,206,657	— 1,556,264	—29.9
Totals..	126,159,237	133,809,670	— 7,650,433	— 5.7

QUANTITIES AND VALUES OF EXPORTS.

The following table shows the quantity of the principal products exported during the first nine months of 1918 as compared with the corresponding figures for the same period of 1917:—

Cattle and Cattle Products.

Articles.	Unit.	Nine Months.		Difference.	
		1918.	1917.	Absolute.	Per cent.
Bovine animals..	No.	143,416	45,019	+ 98,397	+218.6
Horses..	"	12,026	9,623	+ 2,403	+ 25.0
Frozen beef..	Tons.	364,963	282,411	+ 82,552	+ 29.2
Chilled beef..	"	1,545	29,740	— 28,195	— 94.0
Frozen mutton..	"	32,642	33,033	— 391	— 1.2
Salted and jerked meat..	"	2,423	7,303	— 4,880	— 66.8
Goatskins..	"	908	1,338	— 430	— 32.1
Sheepskins..	"	4,127	9,345	— 5,218	— 55.8
Salted ox hides..	"	60,827	60,574	+ 253	+ 0.4
Dried ox hides..	"	10,462	13,295	— 2,833	— 21.3
Dry and salted horse hides..	"	1,322	2,879	— 1,557	— 54.1
Washed wool..	"	8,463	6,741	+ 1,722	+ 25.5
Unwashed wool..	"	98,730	92,486	— 2,706	— 2.9
Frozen meat offal..	"	13,787	10,220	+ 3,567	+ 34.9
Canned meat..	"	149,347	73,259	+ 76,088	+103.9
Butter..	"	12,389	6,431	+ 5,958	+ 92.6
Margarine and palmitine..	"	12,885	8,395	+ 4,490	+ 53.5
Cheese..	"	5,621	1,974	+ 3,647	+184.8
Tallow and melted fat..	"	80,841	50,851	+ 29,990	+ 59.0
Bones..	"	4,177	20,134	— 15,957	— 79.2

Agricultural Products.

Oats..	Tons.	399,105	245,407	+	153,693	+ 62.6
Barley..	"	3,914	12,295	—	8,381	— 68.2
Linseed..	"	324,471	89,531	+	234,940	+262.4
Maize..	"	342,953	730,478	—	387,525	— 53.1
Potatoes..	"	13,162	13,037	+	125	+ 1.0
Fodder..	"	1,772	5,259	—	3,487	— 65.3
Beans ("porotos")..	"	771	4,499	—	3,728	— 82.9
Tobacco..	"	1,932	336	+	1,596	+475.0
Wheat..	"	2,771,619	824,698	+	1,946,921	+236.1
Linseed oil..	"	2,753	726	+	2,027	+279.2
Alcohol..	Litres.	2,233,930	2,521,607	—	287,677	— 11.4
Fideos..	Tons.	1,167	46	+	1,121	—
Wheat, flour..	"	119,598	79,722	+	39,876	+ 50.2
Argentine wine..	Litres.	3,261,684	2,417,102	+	844,582	+ 34.9
Bran and pollards..	Tons.	1,931	12,796	—	10,865	— 84.9

Forestral Products.

Extract of quebracho..	Tons.	87,735	58,675	+	29,060	+ 49.5
Wood..	"	141,780	132,507	+	9,273	+ 7.0
Quebracho logs..	"	10,409	105,786	—	95,377	— 90.2

The values of the principal products exported are expressed in \$ gold in the following table:—

Cattle and Cattle Products.

Articles.	Nine Months.		Difference.		
	1918.	1917.	Absolute.	Per cent.	
Bovine animals..	6,136,299	1,673,149	+	4,463,150	+ 266.8
Horses..	760,074	743,462	+	16,612	+ 2.2
Frozen beef..	88,967,771	60,536,547	+	28,431,224	+ 47.0
Chilled beef..	370,905	6,644,992	—	6,274,087	— 94.4
Frozen mutton..	7,510,431	6,280,610	+	1,229,821	+ 19.6
Salted and jerked meat..	824,430	2,019,706	—	1,195,276	— 59.2
Goatskins..	928,050	1,699,015	—	770,965	— 45.4
Sheepskins..	2,605,777	5,483,284	—	2,877,507	— 52.5
Salted ox hides..	27,654,740	33,171,382	—	5,516,642	— 16.6
Dried ox hides..	7,073,100	10,392,138	—	3,319,038	— 31.9
Salt and dry horse hides..	512,386	1,128,922	—	616,536	— 54.6
Washed wool..	14,134,924	13,630,575	+	504,349	+ 3.7
Unwashed wool..	88,738,240	63,162,560	+	25,575,680	+ 40.5
Frozen meat offal..	2,815,936	2,142,641	+	673,295	+ 31.4
Canned meat..	70,578,090	25,891,455	+	44,686,635	+172.6
Butter..	10,443,861	4,934,297	+	5,509,564	+111.7
Margarine and palmitine..	4,547,683	2,361,498	+	2,186,185	+ 92.6
Cheese..	2,031,633	1,728,325	+	303,308	+ 17.5
Tallow and melted fat..	22,899,746	14,658,571	+	8,241,175	+ 56.2
Bones..	122,021	271,654	—	149,633	— 55.1

Agricultural Products.

Oats..	12,538,939	9,977,937	+	2,561,002	+ 25.7
Barley..	107,609	538,500	—	430,891	— 80.0
Linseed..	29,402,373	8,881,699	+	20,520,674	+231.0
Maize..	8,742,718	33,583,096	—	24,840,378	— 74.0
Potatoes..	998,130	926,059	+	72,071	+ 7.8
Fodder..	35,391	96,058	—	60,667	— 63.2
Beans ("porotos")..	69,170	651,606	—	582,436	— 89.4
Tobacco..	358,945	222,859	+	136,086	+ 61.1
Wheat..	154,871,471	53,494,040	+	101,377,431	+189.5
Linseed oil..	960,231	236,776	+	723,455	+305.5
Alcohol..	369,166	415,288	—	46,122	— 11.1
Fideos..	169,581	7,569	+	162,012	—
Wheat, flour..	10,194,229	9,268,900	+	925,329	+ 10.0
Argentine wine..	376,422	241,710	+	134,712	+ 55.7
Bran and pollards..	27,861	284,242	—	256,381	— 90.2

Forestral Products.

Quebracho extract..	8,977,931	9,966,958	—	989,027	— 9.9
Wood..	918,961	857,339	+	61,622	+ 7.2
Quebracho logs..	171,751	1,582,554	—	1,410,803	— 89.1

EXPORTS.

Exports of frozen meat have reached the highest figure so far recorded, 550,920 metric tons. Exports of frozen meat during the first nine months of recent years have steadily risen, as will be seen from the figures given below:—

Products.	Metric Tons.				
	1914.	1915.	1916.	1917.	1918.
Frozen beef	238,446	256,039	291,900	282,411	364,963
Chilled beef	36,509	8,141	12,133	29,740	1,545
Frozen mutton and lamb	41,156	26,375	41,098	33,033	32,642
Salted and jerked meat	1,544	212	629	7,303	2,423
Preserved meat	9,113	26,410	33,269	73,259	149,347
Totals	326,768	317,177	379,029	425,746	550,920

Exports of butter have risen in quantity to an extraordinary extent, the considerable quantity shipped in the first nine months of 1917 already having been doubled; during the like period of the current year, 12,300 tons, valued at \$10,400,000 gold, have left the country, as compared with 6,400 tons and \$4,900,000 gold, an increase of 5,900 tons (93 per cent more) and \$5,500,000 gold (112 per cent more). Margarine and palmitine exports also indicate an improvement, 12,800 tons having been exported as compared with 8,300 tons.

Cheese is an article the exports of which were neglible until the year 1916; since then, shipments have constantly increased. During the first nine months of 1918 and 1917 respectively, 5,621 tons and 1,974 tons were exported. Imports of this commodity in 1918 (9 months) were only 37 tons. The value of cheese exports in the period under review was \$2,000,000 gold. The following table shows exports of this article during recent years and also imports; the steady increase in the former and the diminution in the latter is here shown:—

Year.	Exports, kilos.	Imports, kilos.
1911	518	4,919,000
1912	2,000	5,375,000
1913	7,000	5,045,000
1914	4,000	3,834,000
1915	6,000	3,314,000
1916	228,000	1,421,000
1917	2,728,000	312,690
9/12, 1918	5,621,000	37,147

Exports of agricultural products, comparing those of the first nine months of 1918 with that portion of 1917, show an increase in value of \$99,800,000 gold. The quantity of wheat shipped in the former period was 2,700,000 tons, valued at \$154,800,000 gold; in the latter period, 824,000 tons with a value of \$53,400,000 gold: increase for 1918 (9 months): 1,946,000 tons and \$101,300,000 gold; there was thus a loss of \$24,000,000 gold through lower prices in 1918 as compared with those which ruled during 1917.

The quantity of maize exported in 1918 (9 months) was 343,000 tons; the value, \$8,700,000 gold; the figures for the preceding year (9 months) were 730,000 tons and \$33,500,000 gold: 387,000 tons and \$24,800,000 gold against 1918.

Wheat flour shipments amounted to 119,600 tons, the value of which was \$10,200,000 gold; during the first three-quarters of 1917 the quantity exported was 79,700 tons valued at \$9,200,000 gold. Increase in 1918, 39,800 tons and \$925,000 gold.

During the first nine months of 1917 4,499 tons of "porotos" (beans) were shipped; exports of this article in 1918 (9 months) fell to 771 tons.

Prior to 1918, exports of "fideos" (vermicelli, macaroni), were not of importance; but during the first nine months of last year they amounted to 1,167 tons. In 1913,

the quantity exported was 29 tons; in 1914, 19 tons; in 1915, 26 tons; in 1916, 52 tons; in 1917, 54 tons; and, as stated, in 1918, nine months, 1,167 tons.

There was an increase of 844,000 litres in Argentine wine exports during the nine months of 1918 as compared with that portion of 1917: from 2,400,000 litres shipments abroad rose to 3,200,000 litres. On the other hand, alcohol exports fell from 2,521,000 litres to 2,234,000 litres.

CANADIAN PULP AND PAPER FOR FRANCE.

Hon. Philippe Roy, Commissioner General for Canada, Paris, France, writes that there is a considerable demand in France for pulp in sheets for use in paper mills. He has received from the managing director of a leading newspaper the following letter:—

"I had a very interesting conversation on the subject of the use of Canadian pulp in France with one of the most important paper-mill owners in the Isere Valley. His opinion regarding the use of Canadian pulp is quite favourable on condition that a commercial department be created in Paris by Canadian manufacturers. I have since sized up the needs and have obtained the following information regarding pulp by the paper mills in the southeastern regions (Dauphine-Savoie).

"These provinces (Dauphine-Savoie) are important centres of paper manufacturing. They are second only to the Parisian region.

"The mills grouped in the Isere Valley, at Pontcharra, Brignoud, Lancey, Domene, and in the centres of Rives, Charavines, Pont-de-Glaix, Vizille, etc., have greatly developed owing to the use of the water force derived from the Alp streams.

"This region not having large enough forests for the supply of these mills, the manufacturers have to get from abroad the greater part of the chemical pulp and mechanical pulp which they need for their mills.

"The quantities of wood-pulp used in this region are, from information given me by the manufacturers interested, one-tenth of the total French requirements—that is about 25,000 tons of chemical pulp (fir and aspen), all of a value of about 10 to 15 millions. These pulps are now furnished, practically solely, by Scandinavian firms who have representatives in Paris.

"Canada would find it easy to supplant the Scandinavian firms on the French market. The manufacturers to whom I mentioned the project, considered it favourably. They would be glad to enter into relation with Canadian producers. Canada, for historical reasons, needless to recount here, and for the generous help given France in this war for freedom, is sure of our friendship. The same cannot be said of Sweden. The pro-German tendencies of this country are well known. Our manufacturers also complain of their want of uprightness and honour in the execution of contracts made during the war.

"Wood-pulp from Canada could therefore be sold on the French market on the condition that—

"To arrive in French ports at lower, or at least equivalent, prices to the price of Scandinavian pulps of the same quality. This means organizing transport and studying freights.

"To organize in Paris a commercial department attending actively, and perhaps exclusively, to the sale of pulps from Canada; this department would have to possess regional agents.

"To obtain favourable customs rates favouring, if possible, relations with Canada. Actually, import rates on pulps are 2 francs per 100 kilogrammes for chemical pulps and 1 franc per 100 kilogrammes for mechanical pulps.

"It would be well to consider, not only imports of wood-pulps, but also imports of wood billets destined for working in France. One of our big paper mills is trying to buy large forests in Canada.

"I feel sure that important commercial relations can be established between Canada and our country if practical measures are studied and adopted so as to attain this result. I shall be, personally, very glad to contribute to the extent of my power in this direction."

Mr. Roy also received a letter from an importer of book paper, wrapping paper and fine writing papers, who said:—

"I take the liberty of pointing out that Canadian paper manufacturers should study immediately the proper means of organizing their trade on the French market.

"Scandinavian papermakers have already put forth a serious effort in that direction, and it would certainly be regrettable if our Canadian friends and allies should find their place taken when they are inclined to throw their eyes on the French market."

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN.

The following is the second of the series of reports from Mr. Egan on Canadian and United States imports into South Africa, the first of which was published in last week's number of the *Weekly Bulletin*.

Fencing Wire.

Canada's share of imports increased from 9,735 cwts., valued at £12,233 in 1917, to 15,857 cwts., valued at £23,913, last year. The United States shipped 68,982 cwts., valued at £82,462, in 1917, which dropped to 30,961 cwts., valued at £38,279, for the year 1918.

As general imports have been greatly restricted, there will be in the future a big demand for fencing wire of all kinds. With normal shipping conditions the trade will return to at least an average annual value of £330,000. In 1913 the imports were for more than £500,000.

The South African Railways are big users of fencing wire; their principal requirements are galvanized drawn steel binding wire, No. 16; galvanized barbed 2 strand No. 12½ I.W.G., with four point barbs, 6 inches apart round both wires, galvanized drawn steel fencing wire No. 8 I.W.G.; galvanized drawn steel fencing wire W. 1, in double lacings, No. 8 I.W.G.; galvanized straining bolts, ½-inch diameter.

Wire Netting.

In normal times the United Kingdom controls this trade, and pre-war Germany was making good headway. In the cheaper netting for fencing material the English manufacturer was always lower in price than other sources of supply. There is now a fair amount of this wire woven in South Africa. The United States value of export last year was 1,722 cwts. for a value of £4,353; this was a decrease of 582 cwts. Canada's share of the trade was nil last year, with only 5 cwts. valued at £11 in 1917. There is a considerable trade to be done in other woven wires for screening and mosquito netting; the competitive source of supply is the United Kingdom.

Fencing Material (Metal).

The imports from Canada increased in value from £933 in 1917 to £1,160 last year, and those from the United States from £306 to £489 for the same years.

Baling Wire.

Pre-war the bulk of this import was from Germany. During the war both Canada and the United States have been the big source of supply. Canada's share of the trade in 1917 totalled in quantity 3,230 cwts., valued at £3,688, which increased to 6,894 cwts. last year, valued at £9,794. The United States imports increased for the same period from 8,239 cwts. to 10,648 cwts., and in value from £10,048 to £15,478. The Canadian wire is now satisfactory, and should continue to hold a big share of the imports.

Electric Cable and Wire.

This is an article of import which will show up to better advantage in the annual statement in Canada's share of the trade as the Union Government stores have imported some fair parcels, and this is tabulated as a separate statement.

In the merchandise import statement, Canada's trade increased from £31 in 1917 to £1,672 last year, and American exports from £9,948 in 1917 to £32,026 for last year.

Electric Fittings (other than Cable and Wire).

Under this entry of import the United States and Japan have made big headway during the war. Pre-war Germany was making a big advance in supply to this market, and the United Kingdom held the bulk of the trade. There have been very few offers of supply from Canada, and the efforts made in 1916 and 1917, which latter year totalled £1,670, dropped to £594 last year. The imports from the United States were valued at £22,052 in the year 1914, which increased to £60,592 in 1917, and again to £78,689 last year. This entry includes electric lamps. The country does not lend itself to medium-prices or expensive fittings for office or house furnishing; the great portion of this class of trade is on the drop light with globe attachment.

Enamelware.

From the year 1914 Canada's share of these imports to South Africa increased in quantity; the value of export in the year 1917 was £3,490, which dropped to £1,902 last year, and most of this item was on orders placed in the year 1917. The increase of prices on the Canadian range has put them out of the market in the meantime. On the other hand, enamelware was offered much more freely from the United States and at much lower prices than the Canadian goods, and as a result a trade which totalled in value in the year 1914 at only £151, increased to £13,548 last year. This was an increase of £7,331 over the previous year 1917.

Canadian quality and finish is appreciated, but prices must be competitive or trade will not increase, although a limited trade should continue for the better quality goods.

Pre-war the German shipper held the greater part of this trade in a very cheap quality of goods, but very elaborate in colours and patterns. German catalogues illustrating patterns and colours are on file with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

Lamps and Lampware.

The imports from Canada under this heading are on lanterns, and the bright tin lantern which Canada has been shipping has proved satisfactory in quality and price. In the lantern trade there are other lines than the bright tin imports. There is some import of polished brass fountain and top, also the all-red finish. There is also a fair import of a Dash lantern or lamp in the bull's-eye pattern and the large globe pattern for cart and carriage purposes. These are usually black-japanned finish. There is also a small sale for the platform lamp or what is known as a station lamp, three sides of which are plain glass.

In the lantern class of lamp there is a good sale for a cheap grade lantern, or bull's-eye hand lamp, known in the trade as "police lantern." Canada's share of the imports for this entry jumped from £73 in the year 1917 to £1,229 last year, and the American share of the trade dropped in value from £14,589 to £13,040 for the same period.

Saddlers' and Shoemakers' Requisites.

As the greater part of this supply from Canada is on metal findings, the figures of import are included in this part of the report. Canada's share of the trade increased from £2,752 in 1917 to £7,462 last year, and the American share of the trade increased from £6,648 to £18,755 last year. The great bulk of this trade has been from the United Kingdom.

OTHER IMPORTS OF METALS AND MANUFACTURES OF.

Article.	Canada.		United States.	
	1917.	1918.	1917.	1918.
Guns, single barrel. No.	7	.....	2,696	1,664
" "				

OTHER IMPORTS OF METALS AND MANUFACTURES OF.—*Continued.*

Article.	Canada.		United States.	
	1917.	1918.	1917.	1918.
Trunks, metal.. £	25	.....	378	105
Typewriters.. No.	245	.....	2,439	2,039
" £	40	1,539	31,815	27,376
Tinwares (not plate or sheet) £	15	66	1,985	1,045
Surgical and dental appliances.. . . £	.....	130	5,946	15,297
Bicycles and parts thereof .. . . £	.....	1,232	2,931	3,341
Motor bicycles.. . . . . £	.....	212	73,509	63,883
" side car.. £	2,099	45¢	.....	2,777
Motor cars.. No.	187,640	42,148	2,796	1,203
" £	1	1	412,625	206,529
Power lorries.. No.	696	772	29	15
" £	150	240	6,728	7,750
Motor car parts, chassis.. No.	11,813	18,368	52	47
" " " £	55,831	34,573	11,372	5,520
" " other £	3,181	12,384	106,615	90,947
Wheelbarrows.. . . . . £	.....	39	3,116	3,829
Lead pipe and piping.. cwt.	.....	114	139	6
" " " .. . . . . £	.....	189	261	12
Lead sheet.. cwt.	.....	542	.....	2,388
" £	120	40	.....	5,444
Solder.. cwt.	1,160	441	45	26
" .. . . . . £	.....	.....	441	211

The above table will serve to show how Canadian trade has prospered with South Africa for the past two years. As stated in the beginning of this report, the only reason for reduction in quantity and value on almost every line shown was on account of restricted ocean freight and difficult conditions of manufacture in Canadian factories and engineering plants. The attention of the trade will be directed to the value of the total trade and sources of supply in a future report, but in the meantime a study of the American supply to this market in metals and the manufactures thereof should be made by Canadian manufacturers who purpose holding up Canada's end in the after-war period by exports to this and other overseas markets.

Electrical, mining and manufacturing machinery alone will average in annual imports at £1,500,000, and Canadian engineering plants after their special war experience should be in a position to make a special effort to secure a good share of this trade which for some years to come will be larger than ever.

Canada's big drop in trade in connection with the above section of imports to this country is on motor-cars. Under this heading alone the drop totalled more than £159,000, and yet our general trade has improved to such an extent that this debit in export has been more than overcome.

In the import of metal and the manufactures thereof, there are a few other lines for which the figures of import have not been shown, but on which the United States secured some trade. The lines are clocks, watches, copper piping, old scrap copper, tanks, drums, pig and ingot, tinned plate, tin sheet rolled, mining buckets and tip trucks, presses for hay and wool, printing machinery, plate and silver plateware, and aluminium ware.

LIST OF AUSTRALIAN TIMBER IMPORTERS.

Mr. D. H. Ross, Canadian Government Trade Commissioner in Melbourne, Australia, has forwarded a list of Australian timber importers. Copies of this list may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 23385.

UNITED KINGDOM OVERSEAS TRADE FOR THE FIRST QUARTER OF 1919.

CHIEF CANADIAN TRADE COMMISSIONER HARRISON WATSON.

MARCH FIGURES.

London, April 16, 1919.—Although trade must obviously continue artificial to a certain extent until it is wholly unfettered from the Government control, import and export restrictions, and other deterrents which, while being gradually removed, still exist, the foreign trade returns of the United Kingdom for the month which have just been published are by far the most satisfactory which have been issued for a long time past.

While the value of the imports—£105,772,289—only showed a reduction of about £1,300,000 from the month of February, and £1,500,000 from March, 1918, the total of British exports have risen to £53,108,496, as against £46,914,681 in February, and £36,002,315 in the previous March, while re-exports also show a considerable improvement in both cases, the value of both—£62,057,770, constituting a record in the history of the country, although this position is largely due to higher prices.

Although the increase in British products is due as regards £3,500,000 to coal, the major increase of £12,500,000 is represented by manufactured goods.

The net result of the March returns is a fall in the value of the excess of imports over exports to £43,750,000 compared with £55,000,000 in February, and £65,000,000 in March, 1918.

RESULTS OF THE FIRST QUARTER.

Turning to the figures for the first three months ended March, they are as follows, and are supplemented by similar returns for 1918:—

	1919.	1918.
Imports..	£347,363,742	£305,156,304
Exports..	147,366,120	116,767,731
Re-exports..	18,629,028	9,122,329
Total..	£513,358,890	£431,046,364

Here again it is gratifying to observe that the ratio in the increase of the value of the exports is about double that of the advance in imports, and this position is likely to show still further improvement now that the importation of a large number of articles is entirely prohibited or restricted from all countries outside of the British Empire.

The course of trade in detail for the first three months of the year is as follows:—

	Imports.	Total Exports.	Excess of Imports over Exports.
January..	£134,518,054	£51,903,300	£ 82,614,754
February	107,073,399	52,034,078	55,039,321
March	105,772,289	62,057,770	43,714,519
			£181,368,594

According to the summaries published by the Board of Trade the increased value of the imports over the first quarter of 1919 is almost wholly covered by the item "food, drink and tobacco," mainly food, while in the case of exports, out of the £30,500,000, nearly £26,000,000 represent "wholly or mainly manufactured articles."

IMPORTS FROM CANADA.

As is customary, the quantities and value of the imports, chiefly agricultural, of interest to Canada, are reproduced for the first three months of 1919, and the same quarter of 1918:—

IMPORTS OF CERTAIN AGRICULTURAL PRODUCTS, ETC., INTO THE UNITED KINGDOM DURING THE
FIRST THREE MONTHS OF 1919, AND 1918.

	1918.		1919.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
1. Wheat—				
Total imports.. . . .	7,521,800	6,778,380	13,090,200	12,253,807
United States.. . . .	4,622,500	4,176,476	10,245,300	9,591,390
Argentine Republic.. . . .	442,000	426,463	274,100	256,944
British East Indies.. . . .	31,500	30,606	.....	—
Australia.. . . .	49,300	44,993	425,400	401,643
Canada.. . . .	2,363,000	2,087,703	2,136,800	1,996,409
2. Wheat Meal and Flour—				
Total imports.. . . .	6,411,100	8,099,494	2,393,800	3,385,174
United States.. . . .	5,521,400	6,908,631	2,000,300	2,862,121
Australia.. . . .	71,200	101,225	103,500	129,119
Canada.. . . .	787,700	1,043,416	269,800	364,903
3. Barley—				
Total imports.. . . .	2,118,300	2,279,683	612,100	649,935
United States.. . . .	1,746,700	1,874,769	441,600	482,570
Canada.. . . .	371,000	404,274	122,400	121,438
4. Oats—				
Total imports.. . . .	798,900	758,405	1,249,100	1,214,263
United States.. . . .	715,600	687,118	610,200	594,230
Argentine Republic.. . . .	.....	.....	296,400	297,224
Canada.. . . .	47,400	42,461	238,400	211,079
5. Peas—				
Total imports.. . . .	1,599,220	1,440,328	286,800	822,395
British East Indies.. . . .	286,600	481,378	140	112
Canada.. . . .	17,460	17,415	6,790	20,634
6. Maize—				
Total imports.. . . .	3,788,400	3,513,425	4,060,700	3,665,106
United States.. . . .	1,419,000	1,299,895	225,700	204,324
Argentine Republic.. . . .	883,900	826,112	3,457,100	3,094,969
Canada.. . . .	7,400	8,033	.....	—
7. Bacon—				
Total imports.. . . .	1,414,150	12,212,648	2,377,181	20,679,222
Denmark.. . . .	16,824	144,679	.....	—
United States.. . . .	1,037,434	8,922,973	2,010,135	17,429,643
Canada.. . . .	334,853	2,942,779	363,879	3,224,328
8. Hams—				
Total imports.. . . .	149,372	1,258,923	249,864	2,149,275
United States.. . . .	131,479	1,112,280	240,314	2,066,085
Canada.. . . .	14,399	119,914	9,549	83,183
9. Butter—				
Total imports.. . . .	466,356	5,793,029	396,722	5,032,497
Denmark.. . . .	371	5,180	1	18
Netherlands.. . . .	9,885	164,317	.....	—
France.. . . .	1,892	32,551	2	16
United States.. . . .	44,485	551,472	117,270	1,498,390
Argentine Republic.. . . .	83,652	988,582	90,532	1,139,303
Victoria.. . . .	95,298	1,200,754	41,611	524,305
New South Wales.. . . .	53,789	677,752	23,449	292,791
Queensland.. . . .	35,829	445,390	6,000	75,624
New Zealand.. . . .	124,313	1,532,856	108,817	1,391,078
Canada.. . . .	1,878	21,769	8,963	110,172
10. Cheese—				
Total imports.. . . .	454,824	2,800,129	239,814	1,754,960
Netherlands.. . . .	82,387	583,215	42,194	358,675
United States.. . . .	16,655	84,348	3,140	25,367
Australia.. . . .	.....	40,188	.....	318,348
New Zealand.. . . .	191,080	1,183,840	152,064	1,036,023
Canada.. . . .	164,196	940,757	1,439	10,879
11. Eggs—	Gt. Hnds.		Gt. Hnds.	
Total imports.. . . .	1,127,050	1,377,997	1,239,450	1,948,567
Denmark.. . . .	358,491	575,133	112,734	218,893
United States.. . . .	50,457	60,825	399,784	751,685
Egypt.. . . .	541,003	524,599	629,346	813,487
Canada.. . . .	150,414	193,013	74,889	134,118
12. Canned Salmon—	Cwts.		Cwts.	
Total imports.. . . .	278,683	1,917,442	500,490	3,488,352
United States.. . . .	136,945	972,944	189,625	1,125,663
Canada.. . . .	123,050	766,308	215,617	1,382,589
13. Canned Lobsters—				
Total imports.. . . .	1,393	13,624	1,245	20,485
Canada.. . . .	1,030	9,495	1,245	20,485
Newfoundland.. . . .	342	3,916	.....	—

IMPORTS OF CERTAIN AGRICULTURAL PRODUCTS, ETC.—*Continued.*

	1918.		1919.	
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £
1. Wheat—				
14. Wood and Timber—Hewn—	Loads.		Loads.	
Total imports..	13,231	258,349	9,275	231,574
Sweden..	562	6,018	553	5,927
Norway..	184	2,116	1,014	7,141
United States..	9,642	178,671	4,186	90,247
British East Indies..	1,542	52,205	2,186	107,113
Canada..	1,281	18,617	1,169	16,791
15. Wood and Timber—				
Sawn and split (fir)—				
Total imports..	412,722	5,279,906	482,282	7,083,948
Russia..	37,278	293,875	9,759	129,188
Sweden..	223,966	3,109,562	166,443	1,938,681
Norway..	97,578	1,206,042	70,160	863,807
United States..	22,233	363,067	132,463	2,630,222
Canada..	28,187	255,163	103,368	1,521,376
16. Wood and Timber—				
Sawn and split, planed or				
dressed, unenumerated—				
Total imports..	10,253	105,831	9,791	168,413
United States..	1,216	29,083	6,709	125,031
Canada..	6,364	38,668	1,654	24,058

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

COMMERCIAL AGENT C. E. SONTUM.

The Wood Trade.

Christiania, Norway, April 7, 1919.—The Norwegian trade paper *Farmand* writes in a recent issue:—

“No change has appeared in the wood export business to England, and this market therefore is still without life as far as sales from this side are concerned. This applies to sawn and planed goods, as well as caseboards.

“As a feature it may be mentioned that a sale of planed goods to Australia has been effected at a price of £28 per standard* basis f.o.b., with the usual warrant for rates of exchange, after this market having been dead during nearly the whole period of the war. The quantity sold amounts to about 200 standards, to be shipped by the regular liners.

“A few smaller lots of sawn and planed goods were sold to Belgium at satisfactory prices; but no larger orders may as yet be expected from that quarter.

“The market for props is somewhat weaker, though the sellers are maintaining their f.o.b. quotations, and the fluctuations are mainly caused by the conditions in the freight market. Rates for sailing vessels are now easier, lying between kroner 80 (\$21.33) and kroner 100 (\$26.67) per standard.

Paper and Wood-pulp.

The orders for chemical wood-pulp are still few, but the demand is expected to revive after the announcement as to licenses for larger quantities from March 1, and the removal altogether of the control from May next. Prices for mechanical wood-pulp are unchanged, and quite considerable parcels were sold during the week for prompt and spring delivery.

Sea-weed as a Raw Material for Industry.

Mr. Kreffling, a Norwegian engineer, has recently invented a new product from sea-weed called “Norgin,” which can be used in the paint trade and for soap-making.

* 1 standard = 1980 feet board measure.

It has been tried as a substitute for glue and moss, and has been found excellent for the painting of ceilings and walls. Its principal advantage is that, unlike glue or moss, it may be diluted in cold water. It is believed "Norgin" will prove to be an excellent constituent in the manufacture of buttons, rubber hose, oil paper, imitation skins, etc.

Another product from sea-weed is the so-called "Tangin," which is made by a certain treatment of the salt of sea-weeds mixed with iodine. This is employed in medical baths, and under control of physicians has been employed in thousands of cases with remarkably good results as a relief against rheumatism, etc.

Two companies have been formed in Norway for the utilization of sea-weeds. These are now about to be amalgamated, and the production considerably increased.

Export of Danish Breeding Cattle.

The question about the forming of an association of Danish breeders with a view of exporting breeding cattle of the red Danish milking cattle, has lately been much discussed on the Danish islands Sjælland, Fyn and Lolland-Falster, and lately such an association has been formed.

The object of the association is to secure by means of combination the payment of full prices for the stock which the members send to foreign countries. The association buys the breeding animals direct from the members and others, and they are sold direct to the purchasers in foreign countries. The association will further maintain an effective control on its members and will hold all the information regarding the pedigree and milking capacity of the animals.

Through an honest and efficient system it is hoped to create a steady market for red Danish cattle in foreign countries.

THE ORGANIZATION OF REPRESENTATIVE INDUSTRIAL BODIES IN GREAT BRITAIN.

Three types of representative industrial organization have been brought into existence in Great Britain, the purpose of which is to advise and assist the Government on questions concerning their respective industries. These are: (1) Joint standing industrial councils, (2) interim industrial reconstruction committees, and (3) trade boards. The following information respecting the purpose and scope of their work is taken from a directory recently issued by the British Ministry of Labour:—

JOINT STANDING INDUSTRIAL COUNCILS.

These councils carry into effect the proposals of the Whitley report, which have been approved by the Government. They are established only in industries in which both the employers and the workpeople are well organized in their respective associations, and they consist of equal numbers of representatives of associations of employers and trade unions. Their general function is to secure the largest possible measure of joint action between employers and workpeople for the development of the industry which they represent as a part of national life and for the improvement of the conditions of all engaged in the industry; and it is open to councils to take any action that falls within the scope of this general definition. Among their more specific objects may be mentioned the regular consideration of wages, hours and working conditions in the industry as a whole; the consideration of measures for regularizing production and employment; the consideration of the existing machinery, and the establishment of machinery where it does not already exist, for the settlement of differences between different parties and sections in the industry with the object of securing the speedy settlement of difficulties; the collection of statistics and informa-

tion on matters appertaining to the industry; the encouragement of the study of processes and design and of research, with a view to perfecting the products of the industry; the improvement of the health conditions obtaining in the industry and the provision of special treatment where necessary for workers in the industry; the consideration of the proposals for district councils and works committees, put forward in the Whitley report, having regard in each case to any such organizations as may already be in existence; and co-operation with the joint industrial councils for other industries to deal with problems of common interest. The Ministry of Labour is the department responsible for assisting industries in the setting up of these councils.

INTERIM INDUSTRIAL RECONSTRUCTION COMMITTEES.

These committees have been formed by the Ministry of Reconstruction, in association with the Board of Trade and the Ministry of Labour, in certain industries where, owing to various reasons, progress towards the formation of joint standing industrial councils has been slow. Like joint standing industrial councils, they consist of equal numbers of representatives of associations of employers and trade unions. What form they should take must depend on the circumstances of each industry. What functions they should assume and what they should leave or delegate to existing organizations or to specially created bodies, are also questions which must be determined by those concerned. But it is not intended that these committees, any more than the permanent joint standing industrial councils, to which it is hoped they will lead, should confine themselves to the consideration of subjects specially referred to them by a Government department. It is hoped that they will exercise a large initiative in devising means by which the transition from war to peace conditions may be most smoothly effected, and the way opened to the rapid restoration of industrial enterprise.

TRADE BOARDS.

These boards are composed of representatives of the employers and the workpeople in the trade, together with several persons (usually three) appointed by the Minister of Labour. Their primary function is the fixing of legal minimum rates of wages, but they are also under a statutory obligation to consider questions on industrial matters referred to them by Government departments, and are authorized by statute to make recommendations to Government departments with regard to the industrial conditions in their trade. An interim industrial reconstruction committee would not ordinarily, therefore, be formed in an industry where a trade board was established or contemplated. If it were found necessary to set up a trade board in an industry where an interim industrial reconstruction committee already exists, the question of the relations between the committee and the board would then need to be considered with a view to arriving at an agreement as to whether it was necessary for the interim committee to continue in existence, and, if so, with what functions.

The following are the industries in respect to which up to date one or other of the three representative bodies have been set up:—

Artificial stone, baking, baskets, bedsteads, blacksmiths, bobbins, brushes, building, catering, chains, chemicals, china clay, clay, cocoa, chocolate, etc., cooperage, cutlery, envelopes, electrical contracting, fertilizers, furniture, furniture removing, gloves, gold, silver, etc., hollow-ware, hosiery, hosiery (Scottish section), lace, lead, linen, leather goods, matches, music, non-ferrous mines, packing cases, paint, colour and varnish, paper box, patent fuel, pottery, quarrying, railway carriages, etc., rubber, safes, locks, etc., saw-milling, shirtmaking, silk, sugar confectionery, sugar refining, tailoring, tin box, tin mining, vehicle building, wall paper making, wholesale clothing, wire-drawing (iron and steel), wool (and allied) textile, woollen and worsted (Scottish section), zinc and spelter.

THE SIBERIAN RAILWAY AGREEMENT.

TRADE COMMISSIONER L. D. WILGESS.

Vladivostok, March 19, 1919.—The agreement signed by the representatives of the Powers concerned with regard to the operation of the Siberian Railways, has now been made public, and the details of the plan are given below. The hope is expressed, by those competent to express an opinion, that in from five to six months' time the railway facilities of the country should be once more in normal working order.

The plan as decided upon is, briefly, to give the Chinese Eastern Railway and the various railway systems in Siberia over to the control of two boards: (1) Technical; (2) Military, under the general supervision of a special inter-allied committee. Mr. John F. Stevens, chief of the American Railway Commission in Siberia, is appointed president of the Technical Board, and he is to be assisted by the special corps of American railway engineers, who have been investigating conditions for over a year. The Russian personnel of the railways is to be retained. It remains yet to be seen as to whether this plan will prove workable. The railway situation is the fundamental problem in the economic restoration of Siberia. The re-establishment of normal transport will bring about a resumption of trade with foreign countries. The plan outlined is therefore worthy of careful study on the part of the Canadian business men interested in the development of trade with Siberia.

PRESENT POSITION.

At the present time it is practically impossible for the co-operative societies and private firms to ship goods into the interior in the ordinary way, and the port of Vladivostok is congested with supplies which it will take several months to clear. It is estimated that over 1,000,000 tons of goods are lying at Vladivostok awaiting transport into the interior, while nearly 1,000,000 tons of Siberian products are also lying at points along the railway line awaiting transport to ocean ports for shipment abroad. It may be said that the railway facilities are completely disorganized, and it is with great difficulty that military and other essential supplies are transported to destination.

The greatest need is for new locomotives, spare parts for the repair of the existing rolling stock, lubricating oil, and other supplies essential for the operation of a railway system. The British and American Governments have already, through their respective commissions, begun to take energetic measures for the relief of the situation. A consignment of locomotives is being imported by the British Railway Commission, and supplies of lubricating oil and other materials are coming forward from the United States.

One of the objects of the agreement just concluded is to co-ordinate these various activities of the principal powers interested in the relief of the Siberian Railway system.

Declaration of the Inter-Allied Railway Committee.

Vladivostok, March 15, 1919.—The Allied Powers, actuated by a sincere desire to help the Russian people and in conformity with an agreement made among themselves and with representatives of Russia, have decided to rehabilitate and to re-establish efficient transport on Chinese Eastern and Siberian railways by putting into execution the following plan for the supervision of the said railways in the zone in which the Allied military forces are now operating:—

1. The general supervision of the railways in the said zone will be exercised by a special inter-allied committee, consisting of representatives from each Allied Power having military forces in Siberia, including Russia. The chairman of the committee is Mr. L. A. Oustrugoff.

The following boards have been created and are placed under the control of the Inter-Allied Committee:—

(a) A Technical Board, consisting of railway experts of the nations having military forces in Siberia for the purpose of administering technical and economic management of all railways in the said zone.

(b) An Allied Military Transportation Board for the purpose of co-ordinating military transportation under instructions of the proper military authorities.

2. The protection of the railways is placed under the Allied military forces.

3. At the head of each railway there will remain a Russian manager or director with the powers conferred by existing Russian law.

4. The technical operation of the railways is entrusted to the president of the Technical Board. In matters of such technical operation, the president may issue instructions to the Russian officials mentioned in the preceding clause. He may appoint assistants and inspectors in the service of the Board, chosen from among the nationals of the Powers having military forces in Siberia, to be attached to the central office of the Board, and define their duties. He may assign, if necessary, the corps of railway experts to the more important stations. In assigning railway experts to any of the stations, interests of the respective Allied Powers in charge of military protection of such stations shall be taken into due consideration. Mr. John F. Stevens is the president of the Technical Board.

5. The present arrangement shall cease to be operative upon withdrawal of the foreign military forces from Siberia, and all foreign railway experts appointed under the arrangement shall then be recalled forthwith.

We desire to emphasize the principle that the above plan is to be executed without impairing the sovereign rights of the Russian people and with the co-operation of a Russian staff and Russian employees.

It is the earnest desire of the Allies to do all in their power to make the efforts of the various committees effective and beneficial to Russia.

When the actual state of the railways has been investigated and their needs ascertained a plan will be submitted to the Allied Governments to provide the funds, materials, rolling stock, etc., necessary for improving the efficiency of the said railways.

We are persuaded that the Russian people, knowing the great necessity of an immediate restoration of traffic on the line, will accept with full confidence the friendly assistance offered by the Allies and will co-operate with the organization now established in its attempt to ameliorate the present condition of the Siberian railway.

Signed by the representatives of the Governments and the Inter-Allied Committee of

China,	Liou Tsine-Jen.
France,	Gaston Bourgois.
Great Britain,	Sir Charles Eliot.
Italy,	A. Gasco.
Japan,	T. Matsudaira.
Russia,	L. Oustrugoff.
United States of America,	Charles Smith.

THE DEVELOPMENT OF EMPIRE RESOURCES.

The current number of the *Bulletin of the Imperial Institute* contains a comprehensive article on the Empire's trade in wool in its relation to the woollen trade of the world. The total amount of wool produced is estimated at about 3,000 million pounds, of which almost two-fifths is contributed by British countries, Australia alone producing nearly one-fifth. Of the 460,000,000 pounds of imported wool used in the United Kingdom before the war more than three-quarters came from British sources. Nevertheless, as is pointed out, Germany was actually using more Australian and South African wool than the United Kingdom. It is interesting to note also that the total consumption of wool in Germany was greater than in the United Kingdom, but it was chiefly of the inferior kinds. During the three years before the war the United Kingdom was exporting woollen manufactures of the average annual value of £27,000,000 sterling. Since then the growth of the industry has been remarkable. The average annual value of the exports of woollen manufactures has increased to over £36,500,000 and at present nearly twice as much wool is being used by the weaving industry as in pre-war times, and nearly the whole of it comes from within the Empire.

The article includes an account of the production of wool within the Empire and in foreign countries, and full particulars are given of the trade in woollen goods of the United Kingdom, the chief European countries, the United States and Japan.

The same number of the *Bulletin* contains an informative article on the manufacture and industrial utilization of paper yarns, which during the war were so largely used in Germany for fabrics of various kinds owing to the scarcity of jute and cotton. The manufacture of cordage and fabrics from paper yarn has been carried on in Great Britain, but it appears unlikely that any extensive development of the industry will take place there so long as ample supplies of jute are obtainable at a reasonable price.

THE FROZEN MEAT TRADE OF THE WORLD FOR 1918.

The following are excerpted from Weddel's Review of the Frozen Meat Trade of the World, for 1918, the first part of which was published in the last issue of the *Weekly Bulletin*.—

PRE-WAR MARGINS OF PROFITS.

Before the war, perhaps no trade was conducted on more individualistic lines than the imported meat trade of Great Britain, so far at least as British traders were concerned.

In the distribution of meat after arrival in this country, competition was keen and unrestricted, with the result that every town, village and hamlet in England and Wales, also most places in Scotland, and many in Ireland too, were supplied regularly with imported meat. Wholesale prices were cut so fine that a margin of 1^s 6^d. per pound was always sufficient to lose or secure an order. Under such conditions profiteering, as now understood, was not only unknown, but was undreamt of; and 3^d. per pound represented the normal trading profit. Only the magnitude of the business and the application of the keenest expert attention to its every phase made it possible to carry on with any success. The industry had settled down to a policy of big turn-overs on small margins—every man playing for his own hand.

Experience gained during the war has, however, directed the attention of British traders to the desirability of reconsidering their position in several respects; and some reorganization on more co-ordinated lines seems to be inevitable as regards production, transport and distribution at all stages.

THE STATISTICAL POSITION.

The world's output of frozen meat in 1918 was about 1,130,000 tons. Even if the United States were not drawn upon in future, there are sufficient freezing resources in Australasia and South America to maintain that total. Britain's maximum requirements are 750,000 tons, but the continent is an uncertain factor, and may need 100,000 tons, or it may need 500,000 tons. Home supplies will be more abundant in the near future.

The freight position will be relieved by the release of German shipping, and, if refrigerated steamers are not hampered in their movements, transport in 1919 should be more plentiful than in 1918. There need be no shortage in this country, especially if the Government take some such steps as have been suggested, to secure that a reasonable percentage of the overseas production is directed to United Kingdom ports.

Consumption is not more than 75 per cent of the pre-war standard, partly because rationing has appreciably modified the standard of living, and partly because of high prices. Unless these are artificially maintained by the Government, a reduction of from 25 to 50 per cent from the present inflated level of imported meats is quite within the range of possibility, and even then prices would be 50 per cent higher than at the outbreak of war.

The outlook is full of encouragement for the British consumer, if only the laws of supply and demand be allowed free scope in the world's markets.

STEAMERS FITTED WITH REFRIGERATING MACHINERY.

A total of 229 steamers, having an aggregate capacity of insulated cargo chambers of 45,398,380 cubic feet, were fitted with refrigerating machinery as at December 31, 1918. The carrying capacity of these 229 steamers, calculated at 96 cubic feet per 2,240 pounds, is 472,900 tons, at 100 cubic feet 453,983 tons, and at 105 cubic feet 432,365 tons of frozen meat. Steamers fitted exclusively for the carriage of chilled meat in the North American trade, are not included in this statement. Twenty-three steamers having an aggregate capacity of 7,151,000 cubic feet are in course of construction.

LIST OF THE PRINCIPAL COLD STORES IN THE UNITED KINGDOM.

London Stores.

Port of London Authority—	Capacity Cubic Ft.
Victoria and Albert dock, No. 1-5	1,990,000
*Victoria cold sorting floor	1,322,000
Victoria new cold store	1,250,000
Victoria transit floor	889,000
West India dock	390,000
St. John st., Smithfield	366,000
Charterhouse st., Smithfield	376,000
†Surrey Commercial dock	453,000
Union Cold Storage Co., Ltd.—	
Cannon st.	559,000
Blackfriars	189,000
Red Bull wharf	447,000
Tooley street	942,000
London Central Markets Cold Storage Co., Ltd.—	
Poplar	351,000
Smithfield Market Section	369,000
Charterhouse St. Section	240,000
Hays' and Cotton's wharf	725,000
C. C. & D. Co., Ltd., Nelson's wharf, Lambeth	560,000
Thames Cold Storage Co., Ltd., West Smithfield	550,000
New Hibernia wharf, London bridge	360,000
Blackfriars Cold Storage Co., Ltd.—	
Purfleet wharf	252,000
St. Andrew's wharf	126,000
Crown Wharf Cold Storage Co., Southwark	119,000
British and Argentine Meat Co., Ltd.—	
Commercial wharf	150,000
30, West Smithfield	100,000

Provincial Stores.—Continued.

	Capacity. Cubic ft.	Capacity. Cubic ft.
Birmingham—		
Lightfoot Ref. Co., Ltd., City Meat Market..	150,000	
" " " Digbeth..	165,000	315,000
Bath—Bath Cold Storage & Ice Co., Ltd..		100,000
Bradford—Corporation Cold Stores..		114,000
Burton-on-Trent—		
Burton Pure Ice & C. S. Co., Ltd..	140,000	
Trent Cold Storage & Ice Co., Ltd..	121,000	261,000
Derby—Derby Pure Ice & Cold Storage Co..		122,000
Dublin—		
Dublin Pure Ice & Cold Storage Co..	300,000	
Central Ice & Cold Storage Co..	100,000	400,000
Dundee—Dundee Ice & Cold Storage Co., Ltd..		115,000
Leeds—Yorkshire Pure Ice & Cold Storage Co..		130,000
Leith—North British Cold Storage & Ice Co..		275,000
Northampton—Northampton Pure Ice & C. S. Co..		115,000
Nottingham—Nottingham Pure Ice & C. S. Co..		120,000
Sheffield—Sheffield Pure Ice & Cold Storage Co..		250,000
Newport (Mon.)—Cardiff Pure Ice & Cold Storage Co..		190,000
Swansea—Cambria Cold Storage & Ice Co..		100,000
Watford—Herts Ice & Cold Storage Co., Ltd..		110,000
Yarmouth—Norfolk Cold Storage & Ice Co., Ltd..		100,000
Devonport—*Admiralty Cold Store..		280,000
Total..		20,364,000

* Under construction.

Summary.

Cold storage space in the United Kingdom, suitable for holding stocks of frozen meat:—

Principal stores in London..	13,764,000
" " outports..	18,727,000
" " inland towns..	1,637,000
Total..	34,128,000

Equivalent to about 340,000 tons of meat, if stowed solid, as on board ship; but if stowed in the ordinary way, with access allowed to various descriptions and marks, the estimated capacity would have to be reduced by about 33 per cent.

NOTE.—The very large number of cold stores throughout the country with a capacity of less than 100,000 cubic feet each, are not included.

TRADE OPPORTUNITIES IN POLAND.

The resumption of trade with Poland offers immediate openings for the sale of agricultural machines, the annual requirements of which are approximately calculated at £1,250,000, says the *Board of Trade Journal*. These will be purchased not only by the large landowners and agricultural unions but also directly by peasants.

The electrical industry in Poland, as a result of the proposed greater utilization of available electrical power, will also require the import of turbines and motors, and in connection with the rebuilding of mechanical workshops destroyed during the war, large quantities of machinery, machine tools, belting, etc. Railway engines and wagons will also figure among the imports.

In return for the above articles, it is expected that Poland will be able to supply coal, salt, zinc, oil, lead, iron, clay, and later on spirits, sugar, barley, hops, preserved vegetables, potatoes and animal fats.

MATERIALS REQUIRED FOR THE SIBERIAN RAILWAY SYSTEMS.

The following list of materials which were required for the Siberian railways and water circuits for the first four months of 1919, has been forwarded by Trade Commissioner L. D. Wilgress, and is interesting by way of showing the minimum requirements of the Siberian railway systems for materials and supplies essential for the operation of a modern railway. The difficulty of securing these materials is largely instrumental in the present disorganization and breakdown of the railway facilities in that country.

Classification—	Quantity.
Petrol.	*poods. 100,000
Benzine.	" 2,000
Mineral oil, also naphtha.	" 20,000
Cylinder oil, viscosin type for super-heaters.	" 10,000
Car axle oil.	" 250,000
Indigo copying paper.	reams. 500
Graphite in powder for foundry works.	poods. 300
Muriatic acid for soldering.	" 1,000
Sal ammoniac, in lumps.	" 50
" " powder.	" 50
Glue for joiner's works.	" 200
" for painting works.	" 200
Asbestos packing, width from $\frac{1}{10}$ " up to $1\frac{1}{8}$ ".	" 300
Steatite packing, width from $\frac{3}{8}$ " up to $1\frac{1}{8}$ ".	" 900
Glass paper from No. 0000 to No. 4.	sheets. 60,000
Emery paper from No. 00 to No. 5.	" 30,000
Paper from No. 0000 to No. 5.	" 20,000
Emery cloth from No. 0 to No. 4.	" 20,000
Cloth from No. 000 to No. 7.	" 50,000
In powder, large, intermediate, small.	poods. 30
In lumps from $4\frac{1}{2}$ " to 12"—	
Section square, semi-circular, circular, flat and	
trihedral.	pieces. 200
Powder, large, middle, small and dust.	poods. 100
Rings of special dimensions by sketches.	pieces. 600
Rubber hoses between locomotive and tender of different	
dimensions.	" 1,200
Rubber hoses for Westinghouse brakes—	
Length, 610 mm.	" 3,000
" 760 mm.	" 1,000
Rubber packing rings for Westinghouse brakes—	
No. 2.	" 3,500
No. 3.	" 3,000
Rubber rings for gauge glasses of different sizes.	" 10,000
" " passenger engines.	" 1,000
" cloth of different width without layers.	poods. 80
" with one layer.	" 100
" with two layers.	" 30
Gauge glasses for boilers and tanks from—	
$\frac{3}{8}$ " to $\frac{1}{4}$ " and from 12" to 18".	pieces. 12,000
Safety glass, Klinger.	" 200
Iron gas pipes d. from $\frac{1}{4}$ " to 4".	1 foot. 140,000
Connecting parts for gas pipes (counter screws, crosses,	
nipples, branch pipes, three-way pipes, set-square,	
flanges)	" 20,000
Smoke-consuming pipes for boilers.	" 30,000
Gun metal pipes int. d. $1\frac{3}{16}$ " to $2\frac{3}{4}$ ".	poods. 3,000
Wire iron netting of simple and diagonal plaiting with	
holes from 1 mm. to 10 mm.	sq. arshines. 10,000
Steel balls d. from $\frac{5}{32}$ " to $\frac{1}{4}$ ".	pieces. 2,000
Engine, tender and car tires, by sketches.	" 10,000
Babits for cars.	poods. 4,000
" engines.	" 4,000
Lead.	" 21,000
Tin.	" 5,000
Zinc in plates.	" 700

* 1 pood = 36 pounds.

RIO DE JANEIRO.

The capital of the Republic of Brazil, Rio de Janeiro, is the largest and best known city of the country and the second city of South America, ranking next to Buenos Aires, says the *Encyclopedia of Latin America*. It is located in a federal district of 538 square miles, on the shore of a bay which runs seventeen miles inland from the Atlantic, and is surrounded on all sides by the mountains of the Brazilian coast range. In the older portion of the city the streets are narrow and crooked, and are lined by low buildings. In the new portion, however, the structures and facilities are modern. Street railway service is well organized, all kinds of vehicles are found in the streets, including a great many automobiles; but a large part of the carrying is still performed by porters, and food supplies are sold from house to house. Recently very extensive quays have been built and equipped with cranes, warehouses, and railway tracks, and the harbour has been dredged, so that vessels can load and unload without the aid of lighters.

Rio de Janeiro is the chief industrial centre of the country. The population of the Federal District is 1,500,000. There are altogether in the Federal District 584 manufacturing establishments in operation, with a combined capital of \$42,582,000, an annual output valued at \$61,598,700, and employing 30,490 operatives.

Rio de Janeiro is one of the principal markets for the coast fishing trade. It takes 30 to 40 per cent of all imports into the country, and 19 per cent of the coffee shipped from the country passes through it.

The illustration on the title page gives a general view of the city and bay.

SERBIA'S URGENT IMPORT NEEDS.

BELGRADE'S GREAT POSSIBILITIES AS A TRADE CENTRE.

(*British Export Gazette.*)

Among the results of Serbia's liberation from Austrian commercial thralldom is likely to be the growth and development of Belgrade into a first-class port. Its situation at the junction of the Danube and the Save marks it out for a commercial centre of the utmost importance, but its possibilities have never been allowed to develop, as will be understood when it is stated that no Serbian vessels were allowed in Austrian ports, all the external trade of our gallant ally having been carried on in Austrian bottoms. Belgrade has, therefore, at last a chance to come into its own, and merchants in that city are already making eager inquiries for manufactured goods of all descriptions. The country is destitute of everything. Belgrade itself is badly in need of building materials to make good the ravages of the enemy, and the country at large wants agricultural goods, hardware, ironmongery, and domestic articles of all kinds.

The country is rapidly recovering from the more serious effects of the war, and, curiously, money appears to be in abundance; but the shelves of merchants and store-keepers are absolutely empty, and there is nothing to buy. Even the schoolchildren have neither desks, books, nor writing materials, and the houses are devoid of furniture and domestic utensils. With the Danube open, and ample transport available, Belgrade bids fair to become the nucleus of Jugo-Slav and Serbian commercial activities, and the promise is all in favour of a keen and enterprising commercial community growing up there. It is to be noted that permission for trading in this region has now been granted, and only the enterprise of shippers is lacking, providing, of course, that they exercise the necessary caution in dealing with this market. Under the circumstances, a useful initial step in many cases would be for firms to get into touch with the Agence Commerciale Privilégiée du Royaume des Serbes, Croates et Slovènes, 19 Rue Paradis, Marseilles, which, in the absence of a Serbian Ministry of Commerce, is seeking the promotion of trade between the Allies and Serbia.

MARKET FOR SHOES IN BURMA.

(*Consul Lawrence P. Briggs, Rangoon, in United States Commerce Reports.*)

The market in Burma for leather or canvas shoes is limited to Europeans and Eurasians and to those Chinese, Burmese, and natives of India who live in cities and large towns, work in European offices, or have otherwise to some degree adopted western customs. The population of Burma (by language), including the protected Shan and Karen states, according to the census of 1911, was 12,115,217, composed of the following elements: Burmese, Indians, and other Asiatics (except Chinese), 11,981,136; Chinese, 108,877; Europeans (including Americans and Eurasians), 25,204.

From the statistics of importation it will appear that only a small proportion of the population of Burma wear western shoes; and, as shoes are generally the first article of western manufacture which Burmese and most other orientals learn to wear, the possible extent of market for this product appears to be great.

Boots and shoes imported into Burma pay an ad valorem duty of $7\frac{1}{2}$ per cent.

This duty is uniform for the importations of all countries, including the United Kingdom.

Under ordinary conditions payment for goods is nearly always made by sixty to ninety day London draft, on receipt of goods, c.i.f. Rangoon.

CONDITION OF THE BELGIAN GLASS INDUSTRY.

(*Consul Charles Roy Nasmyth, Brussels, in the United States Commerce Reports.*)

The following information has been given the writer by a Belgian exporter of glass, who has been a manufacturer and who thoroughly understands the industry:—

Window Glass Industry.—All the Belgian window glass factories are intact and can produce at very short notice. The raw material is on hand and labour also. In 1914, before the war, only 50 per cent of the factories could manufacture during several months or the production would be too great.

Now, during nearly five years, the young workmen have not been taught and it will take a certain time to train new men and replace this percentage of labour. On the other hand, very few of the labourers in glass factories were soldiers and the loss of labour through this cause is reduced to the minimum.

The window glass factories are not yet running for the simple reason that the manufacturers are not yet willing to accept the terms imposed by the trade unions of the glassworkers. An agreement has been brought about between the manufacturers and the labourers as to the amount of the salary. The prices paid in 1914 are to be applied with 100 per cent increase for all the different categories of work.

The only question to settle now is that of the labour contract. The glass blower has always been obliged to blow 2 inches more in length and 2 inches more in width than the size for which he was paid. The glass blowers wish this to be done away with and wish to be paid for the exact dimensions blown by them. The manufacturers are not willing to agree to this, but may finally be obliged to accept these conditions of the glass blowers.

NEW INCORPORATIONS.**Dominion.**

Taylor-Wilkie, Limited. Incorporators: Norman Taylor, Lorne Arthur Wilkie, James Daniel Wilkie and James Carl Wilkie, manufacturers; and Mildred Annie Wilkie, capitalist—all of Windsor, Ontario. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Sandwich, Ontario.

Scottish-Canadian Magnesite Company, Limited. Incorporators: Gerald Augustine Coughlin, advocate; Francis George Bush, book-keeper; George Robert Drennan and Alexander Gordon Yeoman, stenographers; and Herbert William Jackson, clerk—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Dixon Motors, Ottawa, Limited. Incorporators: James Rufus Dixon, merchant; George David Kelly, Allan Joseph Fraser, and Leo Andrew Kelly, barristers-at-law; and Marie Hébert, stenographer—all of Ottawa. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Ottawa.

The North East Company, Limited. Incorporators: Arthur Robert Maxwell Boulton, William Price, Robert Peebles Kernan, and James Archibald Scott, merchants; and James Marmaduke McCarthy, engineer—all of Quebec. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Quebec.

Hodgson, Rowson & Co., Limited. Incorporators: Edward Fabre Surveyor, K.C., and Elizabeth May Silver, stenographer, both of Outremont, Quebec; William Langley Bond, K.C.; Lucien Beauregard, advocate; and John Bicknell Johnson, accountant—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal.

Acadia Shipping Company, Limited. Incorporators: Miles Garfield White, lumber merchant; and Harry Hall Reid, accountant, both of Sussex, New Brunswick; Judson Arthur Cleveland, of Alma, New Brunswick, engineer; Eben Kinsman Merriam, of Port Greville, Nova Scotia, master mariner; and George Whitfield Smith, of Apple River, Nova Scotia, accountant. Capital \$128,000, divided into 1,280 shares of \$100 each. Chief place of business, Sussex, New Brunswick.

Simplicity Sales Company, Ltd. Incorporators: Robert Benjamin Henderson, Arthur Macallum Boyd, Allan Archibald Bain and John Robertson O'Connor, barristers, and Laura Anne Bayes, book-keeper, all of Toronto, Ontario. Capital \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Toronto.

Brockville Moulding Sand Co., Limited. Incorporators: Gui Casimir Papineau-Couture and Louis Fitch, advocates; Abraham Saul Cohen, book-keeper; Lilian Freedman, stenographer; and Joseph Philip Beaupre, bailiff—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

British Columbia.

Blue Ribbon, Limited. Capital \$300,000. Registered office, Vancouver.

The Investors Mining and Development Company, Limited (non-personal liability). Capital \$500,000. Registered office, Vancouver.

Universal Knitting Company, Limited. Capital \$150,000. Registered office, Vancouver.

Ontario.

Bidgood Gold Mines, Limited (no personal liability). Incorporators: Harry Borgford, insurance agent; Dollie Dwyer, Pearl Devenny, and Edith Brownlee, stenographers; and Edwin Wilbur Kearney, solicitor—all of Haileybury. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Haileybury, Ontario.

Toronto Veneer Company, Limited. Incorporators: Joseph Adeler Houde, merchant; Herbert Taylor Brewitt, salesman; Cathleen Houde and Elinor Salome Brewitt,

married women; and Gordon Alexander McElhinney, book-keeper—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Kennedy Boston Gold Mines, Limited (no personal liability). Incorporators: Harry Borgford, insurance agent; Dollie Dwyer, Pearl Devenny and Edith Brownlee, stenographers; and Edwin Wilbur Kearney, solicitor—all of Haileybury. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Chief place of business, Haileybury.

Neptune Meter Company, Limited. Incorporators: Cecil Vanroy Langs and Ewart Gladstone Binkley, barristers-at-law; Nellie Moore, book-keeper; and Victoria May Tydd and Edna Marguerite Green, stenographers—all of Hamilton. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Hamilton.

Oxford Cobalt Silver Mines, Limited (no personal liability). Incorporators: John William Russell, geologist; Albert Hall Wilson, jeweller; George Freeman Mahon, barrister-at-law; John Ross Shaw, manufacturer; and Archibald Thomson MacNeill, insurance agent—all of Woodstock. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Head office, Woodstock.

Canadian Photo Play Productions, Limited. Incorporators: Edward John Swift, accountant; Edith Grace Gore, book-keeper; Rupert Kenneth Grimshaw, contractor; and Nellie Goudy and Hazel Loveys, stenographers—all of Toronto. Capital \$500,000, divided into 50,000 shares of \$10 each. Head office, Toronto, Ont.

The J. C. Wilson Mfg. Co., Ltd. Incorporators: Fred. Stuart Wilson, manufacturer; Harry Alton Wilson, mechanical engineer; Grace Helena Wilson and Eleanor Winifred Wilson, married women; and Lilian Elizabeth Wheeler, stenographer—all of Belleville. Capital \$200,000, divided into 2,000 shares of \$100 each.

William Steele & Sons Company, Limited. Incorporators: Frederic Charteris Carter, solicitor; and Murray Herbert Gillam, Roy Lindsay Kellock, Harold Hamilton Mulkins and Edward Clarence Gordon, students-at-law—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

The Mageau Lumber Co., Limited. Incorporators: Zotique Mageau, lumber merchant; and Clara Frances Mageau, married woman, both of Sturgeon Falls; and Joseph Ubald Lamarre, merchant; Dominat Thibert, bush manager; and Hector Octave Tremblay, book-keeper—all of Field Township, Nipissing District. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Field.

AMERICAN AND GERMAN BUSINESS METHODS COMPARED.

(Consul Lewis W. Haskell, Geneva, in United States Commerce Reports.)

An interesting comparison of American and German methods of extending trade is given in the following letter to this consulate from a prominent business firm of Geneva:—

"During the past few months we have often received price lists of drugs and chemical products, aniline, etc., of American origin. We would be quite willing to do business with the United States rather than with the central empires, but the American manufacturers should comply with the customs of this country, with which they desire to deal, and offer goods by metrical weight and calculated in francs and if possible with fixed prices, goods delivered at the station, payable after receipt of same. It was the thorough application of this system which permitted the Germans to establish a market in all the countries of the world and to gradually supplant their foreign competitors. The foreign consuls should deem it a duty to insist that commercial and industrial circles of their country adopt this method, in order to compete successfully with the German manufacturers, who have begun already to make offers at the former conditions for many of their products.

"We would be glad if you could have some of your manufacturers adopt this method of dealing, and we place ourselves at the disposition of those who would be willing to make an attempt in that sense."

PRELIMINARY STATEMENT OF THE TRADE OF CANADA FOR MARCH.

Prepared by the Dominion Bureau of Statistics, Ottawa.

Month and Twelve Months ending March, 1917, 1918, and 1919.

	Month of March.			Twelve Months ending March.		
	1917.	1918.	1919.	1917.	1918.	1919.
IMPORTS FOR CONSUMPTION.						
Dutiable goods	\$ 54,571,450	\$ 55,637,294	\$ 49,102,408	\$ 461,708,206	\$ 542,319,623	\$ 526,495,717
Free goods	47,764,436	36,618,404	22,647,161	383,622,697	420,202,224	389,947,715
Total imports (mdse.)	102,335,886	87,255,698	71,749,569	845,330,903	962,521,847	916,443,432
Duty collected	17,072,390	15,799,250	14,781,758	147,623,230	161,588,465	158,044,456
EXPORTS.						
Canadian Produce—						
The mine	9,980,711	6,772,173	5,803,161	85,616,907	73,760,502	77,499,963
The fisheries	2,373,258	3,365,222	5,992,581	24,889,253	32,602,151	37,137,072
The forest	3,614,385	3,922,820	5,630,022	55,907,209	51,899,704	70,024,614
Animal produce	14,809,941	9,552,749	17,984,474	127,795,468	172,743,081	197,805,478
Agricultural products	21,962,252	37,895,628	21,821,663	373,413,701	567,713,584	269,819,833
Manufactures	69,239,486	37,999,663	32,486,167	477,399,676	636,602,516	549,284,268
Miscellaneous	435,280	346,732	1,342,343	6,333,554	4,706,250	6,102,548
Total exports, Canadian	122,415,313	99,854,987	91,152,361	1,151,375,768	1,540,027,788	1,207,613,806
Foreign produce	4,109,698	3,863,989	6,855,115	37,835,332	46,142,004	52,321,479
Total exports (mdse.)	126,525,011	103,718,976	98,007,476	1,179,211,100	1,586,169,792	1,259,935,285
AGGREGATE TRADE.						
Imports for consumption	102,335,886	87,255,698	71,749,569	845,330,903	962,521,847	916,443,432
Exports—						
Canadian produce	122,415,313	99,854,987	91,152,361	1,151,375,768	1,540,027,788	1,207,613,806
Foreign produce	4,109,698	3,863,989	6,855,115	27,835,332	46,142,004	52,321,479
Total trade	228,860,897	190,974,674	169,757,045	2,024,542,003	2,548,691,639	2,176,378,717

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending April 25, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,642,736	821,490	752,689	664	120,873	5,338,482
Consolidated Elevator Co.	1,154,472	34,068	71,351	10,561	5,299	1,275,721
Empire Elevator Co.	1,140,795	149,706	98,731	39,058	1,695	1,429,955
Ogilvie Flour Mills Co.	948,339	58,649	245,566		229	1,252,783
Western Terminal Elevator Co.	1,425,387	43,199	36,148	47,352	3,131	1,555,217
G. T. Pacific.	4,631,922	512,079	230,391	73,828	15,298	5,463,518
Grain Growers' Grain Co.	852,528	458,007	437,705		27,765	1,776,005
Fort William Elevator Co.	822,766	295,821	133,530	25,880	3,138	1,281,135
Eastern Terminal Elevator Co.	791,933	53,707	95,104		10,554	951,298
Northwestern Elevator Co.	770,284					770,284
Port Arthur—						
Port Arthur Elevator Co.	4,846,520	746,221	1,069,731		58,233	6,720,705
Eastern-Richardson.	889,420	133,076	98,875	35,201	183,568	1,340,140
Canadian Government Elevator.	2,186,398	402,296	226,549	99,483	14,495	2,929,221
Can. Government, Acc't. Imp. Gov.				2,587		2,587
Thunder Bay.	749,589	257,006	163,021	32,870	3,753	1,206,239
Sask. Co-op., Elev. Co.	1,809,501	240,895	192,070	89,770	23,032	2,355,268
Davidson & Smith.	557,861	177,617	249,300		7,321	992,099
Total terminal elevators.	27,220,481	4,383,837	4,100,731	457,254	478,384	36,640,687
Saskatoon Can. Government Elevator..	Report	not received.				
Moosejaw Can. Government Elevator..	"	"				
Calgary Can. Government Elevator....	"	"				
Vancouver Can. Government Elevator.	183,941	106,297		220		290,458
Total interior terminal elevators	183,941	106,297		220		290,458
Depot Harbour.	Report	not received.				
Midland—						
Aberdeen Elevator Co.	"	"				
Midland Elevator Co.	845,210				106,373	951,583
Tiffin, G. T. P.	589,172					589,172
Port McNicoll.	1,130,198	1,045	106,972			1,438,217
Collingwood.	Report	not received.				
Goderich—						
Elevator & Transit Co.	Report	not received.				
Western Canada Flour Mills Co., Ltd.	369,654					369,654
Kingston—						
Montreal Transportation Co.						-
Commercial Elevator Co.	1,413	12,232				13,645
Port Colborne Dom. Govt. Elevator.	1,298,747		14,273		58,860	1,371,880
" Maple Leaf Milling Co., Ltd.	1,028,912					1,028,912
Prescott.						-
Montreal—						
Harbour Commissioners No. 1.	1,981,473	62,387	189,974			2,233,834
" No. 2.	88,330	435,414	402,161			925,905
Montreal Warehousing Co.	614,954					614,954
Quebec Harbour Commissioners.	918,377	142,298	1,894			1,062,569
West St. John, N.B.	280,037	11,644	83,839			375,520
Halifax, N.S.	30,147					30,147
Total public elevators.	9,376,624	665,020	799,115		165,233	11,006,992
Total quantity in store.	36,781,046	5,155,154	4,899,846	457,474	643,617	47,937,137

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended April 25, 1919.**

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
		Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		34,954			34,954
No. 1 Northern.....		7,125,972	10,693	4,402,790	11,539,455
No. 2 ".....		4,199,060		1,374,138	5,573,198
No. 3 ".....		4,933,996		908,602	5,842,598
No. 4 Wheat.....		4,589,779		771,402	5,361,181
No. 5 ".....		2,233,648		766,985	3,030,633
No. 6 ".....		3,001,948	4,293	239,464	3,245,705
Other.....		1,071,124	11,597	913,243	1,995,964
Australian.....			157,358		157,358
Totals.....		27,220,481	183,941	9,376,624	36,781,046
Oats—					
No. 1, C.W.....		1,707		1,903	3,610
No. 2, ".....		369,763	25,143	45,465	440,371
No. 3, ".....		653,438	21,175	39,813	714,426
Ex. No. 1 Feed.....		433,169	8,261	107,962	549,392
No. 1 Feed.....		523,840	13,909	122,995	660,744
No. 2 ".....		1,531,403	35,764	69,952	1,637,119
Other.....		870,517	2,045	276,930	1,149,492
Totals.....		4,383,837	106,297	665,020	5,155,154
Barley—					
No. 3, extra C.W.....		1,140			1,140
No. 3, C.W.....		1,547,951		210,110	1,758,061
No. 4 ".....		1,729,732		170,581	1,900,313
Feed.....		214,750		22,792	237,542
Rejected.....		280,460		274,229	554,689
Other.....		326,698		121,403	448,101
Totals.....		4,100,731		799,115	4,899,846
Flax—					
No. 1, Northwestern Canada.....	1,251	242,986			244,237
No. 2, C.W.....	938	137,907	220		139,065
No. 3, ".....	398	62,538			62,936
Rejected.....					—
Imperial Government.....					—
Other.....		11,236			11,236
Totals.....	2,587	454,667	220		457,474
Rye—					
No. 1, C.W.....		4,457			4,459
No. 2, ".....		319,279		50,011	369,290
No. 3, ".....				58,860	58,860
Rejected.....		52,954		15,067	68,021
No Grade.....		18,327			18,327
Other.....		83,367		41,295	124,662
Totals.....		478,384		165,233	643,616
Corn.....					—
Total quantity in store.....		36,640,687	290,458	11,005,992	47,937,137

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on April 25, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>April 25, 1919—</i>			
Terminal elevators.....	27,220,481	9,420,206	36,640,687
Interior terminals Vancouver only.....	183,941	106,517	290,458
Public elevators in the East.....	3,376,624	1,629,368	11,005,992
Total.....	36,781,046	11,156,091	47,937,137
<i>April 26, 1918—</i>			
Terminal elevators.....	1,684,391	10,603,757	12,288,148
Interior terminals.....	1,322,375	4,785,848	6,108,223
Public elevators in the East.....	1,479,616	2,437,543	3,917,159
Total.....	4,486,382	17,827,148	22,313,530
<i>April 27, 1917—</i>			
Terminal elevators.....	23,271,879	12,344,486	35,616,365
Afloat terminals.....	89,245	101,331	190,576
*Interior terminals.....	3,851,003	3,081,534	6,932,537
Public elevators in the East.....	1,358,927	2,223,165	3,582,092
Total.....	28,571,054	17,750,516	46,321,570
<i>April 28, 1916—</i>			
Terminal elevators.....	17,321,421	10,876,500	28,197,921
Interior terminals.....	2,987,118	1,713,793	4,700,911
Public elevators in the East.....	3,619,564	3,310,006	6,929,570
Total.....	23,928,103	15,900,299	39,828,402
<i>April 29, 1915—</i>			
Terminal elevators.....	7,210,987	5,567,121	12,778,108
Interior terminals.....	466,387	443,057	909,444
Public elevators in the East.....	1,576,545	1,659,054	3,235,599
Total.....	9,253,919	7,669,232	16,923,151
<i>April 30, 1914—</i>			
Terminal elevators.....	14,353,050	12,530,944	26,883,994
Public elevators in the East.....	910,689	2,358,266	3,268,955
Total.....	15,263,739	14,889,210	30,152,949

*Less Moose Jaw Interior Terminal not reported.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending April 25, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....				—
C.P.R., West St. John, N.B.....	290,447			290,447
Government Elevator, Port Colborne, Ont.....				—
Aberdeen Elevator, Midland, Ont.....				—
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....				—
Montreal Warehousing Co., Montreal, Que.....	268,507	87,454		355,961
Quebec Harbour Commissioners, Quebec.....	454,444			454,444
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	220,709			220,709
Harbour Commissioners No. 2, Montreal, Que.....	141,456	33,654	25,474	200,584
Halifax, N.S., C.G.R.....	60,380			60,380
Port McNicoll, C.P.R.....		39,264		39,264
Goderich Elevator and Transit Co.....				—
Midland Elevator Co., Midland, Ont.....				1,090,402
St. John, N.B., Canadian Nat. Ry. Elevator.....		1,091,040		—
Total.....	1,435,943	1,251,774	25,474	2,713,091

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), WINNIPEG, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1006. **Groceries, etc.**—Canadian exporters of the following commodities are asked to communicate with a St. John's, Newfoundland, inquirer: Groceries of every description, including canned and bottled goods, toilet preparations (soap, tooth paste, etc.), tea, coffee, spices, flavouring extracts, cereals, cheese and butter, patent medicines, confectionery, cocoa and chocolate, biscuits, dried fruits, oats, tobacco, cigars and cigarettes, hats and caps, boots and shoes, fishing supplies (lines, twines, nets, etc.), hardware of every description, lubricating oils, paints and varnishes.

1007. **Accordions.**—A firm in Newfoundland asks for the name of a Canadian firm dealing in accordions.

1008. **Hardware.**—A recently-established firm conducting a general agency business in St. John's, Newfoundland, desires to represent a Canadian exporter of general hardware.

1009. **Agricultural tools and implements.**—A London correspondent is prepared to take up the agency for Canadian manufacturers of agricultural tools and implements.

1010. **Enamelled hollow-ware.**—Inquiry is made by a London correspondent for names of Canadian manufacturers of enamelled hollow-ware seeking business in Great Britain.

1011. **Iron, steel and hardware.**—A Glasgow iron, steel and hardware merchant is in the market for Canadian-made wire, bolts and nuts, wire nails, engineers' tools, hoop iron and other lines, and would like to correspond with manufacturers in the Dominion.

1012. **Canned goods, dried fruits.**—A London firm of general merchants desires to secure agencies of Canadian packers of canned goods, dried fruits, etc.

1013. **Representation.**—A London firm is prepared to undertake buying agencies for Canadian importers and would be willing to consider the representation of Canadian manufacturers.

1014. **Newsprint, etc.**—A London firm is prepared to undertake the representation of Canadian manufacturers of newspaper, box boards, kraft wrapping papers, and other lines.

1015. **Woodenware.**—A London firm wishes to purchase considerable quantities of washboards, clothes pegs, spring clothes pins, and general domestic woodenware, and invites offers from Canadian manufacturers.

1016. **Seeds, garden tools, agricultural implements and machinery.**—A Scotsman having long experience in the seed and farm implement trade wishes to represent Canadian agricultural implement firms and Canadian seedsmen.

1017. **Boots and shoes.**—A firm in Liverpool, England, wishes to secure supplies of Canadian boots and shoes, both leather and rubber.

1018. **Machinery.**—A Manchester firm is in a position to represent Canadian manufacturers of lathes, planing, drilling and milling machines. Also woodworking machinery.

1019. **Engineers' tools.**—A Manchester firm is open to represent Canadian manufacturers of engineers' small tools.

1020. **Leather.**—A Leicester firm is open to purchase large quantities of pure chrome box sides and calf and glaze kid in black or colours.

1021. **Tape.**—A Manchester firm is open to purchase black adhesive tape for electrical purposes. They purchase in lots of 2 to 3 tons at a time in widths from $\frac{3}{8}$ -inch to $1\frac{1}{2}$ -inch made up on cardboard cores. Samples are asked for and prices in English currency delivered Manchester, British ton (2,240 pounds).

1022. **Powdered milk.**—The largest manufacturer of confectionery in Japan is desirous of obtaining full particulars such as prices, samples, etc., and when delivery could be made of powdered milk for manufacturing purposes. This firm imports milk at the present time from a New York company at a cost of about 80 sen per pound c.i.f. Tokyo. (See page 802.)

1023. **Butter.**—A large biscuit manufacturer in Tokyo is desirous of receiving full particulars, such as prices, samples, etc., of butter, packed in kegs of 100 pounds. This firm uses 10,000 pounds monthly and would like to do business with Canada. (See page 802.)

1024. **Flavouring extracts.**—A large Tokyo firm would like to receive quotations from Canadian manufacturers of flavouring extracts in the following varieties: Banana, strawberry, lemon, orange and vanilla, which flavours are the most popular in Japan. This company uses large quantities annually, and up to the present has been importing this material from England.

1025. **Vegetable dyes.**—A large manufacturing company in Tokyo is anxious to obtain vegetable colouring materials from Canada, for use in the manufacture of candies, biscuits, etc. The colours most popular in Japan are scarlet, yellow, green, etc. Full particulars will be appreciated.

1026. French concern wishes to exchange French products for Canadian products.

1027. **Hardware and woodenware.**—A London company would be glad to hear from Canadian manufacturers of domestic and labour-saving appliances, fancy hardware, household utensils, tools, woodenware of all kinds, who are looking for suitable agents or buyers of their goods.

1028. **Turnery, hardware, etc.**—An important London company would be glad to receive catalogues and prices from Canadian manufacturers of wheelbarrows, washing machines, lawn mowers, wringers, food choppers, etc., of all of which they are buyers.

1029. **Hardware, turnery, druggists' sundries, etc.**—A London company are desirous of securing the sole United Kingdom agency, buying or otherwise, of Canadian manufacturers of wood goods, turnery, hardware, tools, druggists' sundries, etc.

1030. **Exports to Sweden.**—A London firm, which has just completed arrangements with a Swedish company, would be glad to hear from Canadian manufacturers and shippers wishing to export goods to Sweden.

1031. **Leather.**—A London company, a representative of which will shortly be visiting Canada, is in the market for all kinds of fine upper leathers, waxed splits and sole leathers, and would be glad to hear in a preliminary way from Canadian manufacturers interested.

1032. **Machinery for cement.**—A South African company makes inquiry for the cost of plant to produce 100 tons of 2,000 pounds per day. Sample of lime and shale and other details with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1033. **Representation.**—A commission agent of Kingston, Jamaica, is open to accept exclusive representation for reliable and well-established Canadian manufacturers and commission houses. Will also act as buying and shipping agent. Regular salary or commission basis.

1034. **Representation.**—French importer wishes to get in contact with Canadian firms, in view to representing them for the importation into France of wood-pulp for papermaking, heavy oils, belting and all other supplies of interest to factories in general.

1035. **Fish.**—Fish importer wishes to get into connection with manufacturers in Canada for import into France.

1036. **Fish.**—French importers wish to represent Canadian exporters of fish.

1037. **Dried and canned foodstuffs.**—French importer wishes to represent Canadian firms of dried and canned foodstuffs.

1038. **Wood wool and wood fibre.**—A Hull importer asks to be placed in communication with exporters of the above.

1039. **Plain oak picture mouldings.**—A Leeds firm is prepared to place a good order for the above.

1040. **Picture mouldings.**—A Liverpool firm asks to be placed in touch with exporters of the above.

1041. **Office furniture, filing cabinets, chairs, etc.**—A Liverpool firm asks to be placed in touch with exporters of the above.

1042. **Slack barrel staves.**—A Liverpool firm wishes to hear from exporters of slack barrel staves—oak, elm, or cottonwood, 32-inch, 30-inch, 28½-inch long by ¾-inch thick; also heading and hoops for the same.

1043. **Porous red oak staves.**—A Liverpool firm makes inquiry for the above, 42-inch long by 1-inch thick, thoroughly dry, for the purpose of making porous vent pegs for casks.

1044. **Canned fruits and meats.**—A Liverpool firm is interested in importing the above.

1045. **Strap butts.**—An Oldham importer wishes to get into touch with exporters of high-class strap butts.

1046. **For West African trade.**—A Liverpool manufacturers' agent in touch with the West African export trade would like to hear from manufacturers prepared to export axe-heads, tool handles, lanterns, wire nails, hammock chairs, and other lines suitable for this trade.

1047. **Glass bottles.**—A Liverpool importer is in the market for the above.

1048. **Gallon apples.**—A Liverpool importer is in the market for 1,000 to 2,000 gallon lots of the above.

1049. **Birch dowels.**—A Liverpool firm is in the market for the above, 36-inch by ¼-inch to ¾-inch thick, in carload lots.

1050. **Broom handles.**—A Liverpool firm is in the market for carload lots of the above, made from basswood, 50-inch by 1½-inch, in one gross bundles.

1051. **Maple flooring.**—A Liverpool firm is interested in offers of the above.

1052. **Confectionery.**—A Liverpool confectioners' agent would like to hear from manufacturers of the above with a view either to purchase or to securing an exclusive buying agency.

1053. **Oatmeal.**—A Glasgow firm asks to be placed in communication with exporters of the above.

1054. **Hay.**—A Glasgow firm asks to be placed in communication with exporters of the above with a view to business as soon as conditions permit.

1055. **Cod and other dried fish.**—A reliable and well-connected firm of commission agents of Sao Paulo, Brazil, desires to obtain the names and addresses of large Canadian exporters of cod and other dried fish who may be desirous of appointing agents in that city.

1056. **Sole leather.**—A Belfast firm is interested in the above.

1057. **Carriage spokes, hubs and rims.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1058. **Wastes for paper manufacture.**—A Glasgow firm is interested in hearing from exporters of linen and cotton rags, ropes, canvas packing and other wastes for paper manufacture. In pre-war days has done considerable business with Canada in these materials.

1059. **Confectionery.**—An Edinburgh firm would like to get into touch with manufacturers of the highest grade chocolate and confectionery.

1060. **Galvanized and black barbed wire.**—A Glasgow firm would like to receive offers of the above for export to Brazil.

1061. **Wire nails.**—A Glasgow firm would like to receive offers of the above for export to Brazil.

1062. **Ammonia sulphate.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1063. **Acetate of lime.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1064. **Magnesite (dead, burnt and ground).**—A Glasgow firm asks to be placed in touch with exporters of the above.

1065. **Talc.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1066. **Ground dried blood.**—A Glasgow firm of fertilizer manufacturers asks as to the possibility of obtaining the above from Canada.

1067. **India-rubber goods.**—A Glasgow firm is in the market for rubber delivery hose, canvas fibre hose, rubber insertion and rubber matting.

1068. **Insulating tapes.**—A Glasgow firm is in the market for the above.

1069. **Rubber motor accessories.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1070. **Dried blood, bone meal.**—A Glasgow firm asks to be placed in touch with exporters of the above.

1071. **Sulphate of ammonia.**—A Glasgow firm asks to be placed in communication with exporters of the above.

1072. **Talc.**—A Glasgow firm would like to hear from exporters of talc.

1073. **Electric motors.**—A Scottish inquirer asks to be placed in touch with manufacturers of electric motors $\frac{1}{2}$ to $\frac{3}{4}$ horse-power, 250 volts and 240 volts, 25 periods a.c., and accessories, with a view to securing an agency.

1074. **Jewellery.**—A Glasgow firm would like to hear from exporters of cheap jewellery, with a view to representation.

1075. **Agency.**—A Glasgow firm would like to represent manufacturers selling to shipbuilding, engineering, building and motor trades.

1076. **Agencies.**—A manufacturers' agent with considerable experience in the trade of the Island of St. Lucia, B.W.I., desires to be put in communication with Canadian firms wishful of being represented.

1077. **Flour.**—A manufacturers' agent is desirous of representing a Canadian flour firm in St. Lucia, B.W.I.

1078. **Fish.**—A manufacturers' agent in St. Lucia, B.W.I., would like to represent a Canadian firm exporting fish.

1079. **Cordage.**—A manufacturers' agent of Barbados, B.W.I., representing several large American and Canadian firms, desires to represent a Canadian cordage firm.

1080. **Hay.**—A manufacturers' representative in Barbados is desirous of getting in touch with a Canadian firm exporting hay.

1081. **Lumber and shingles.**—Firm in Barbados would be glad to open up correspondence with firms in Eastern Canada exporting lumber and shingles.

1082. **Nails and spikes.**—A firm in Barbados is desirous of getting in touch with a Canadian firm exporting nails and spikes.

1083. **Sulphate of ammonia.**—A firm in Barbados dealing in general plantation supplies would like to be placed in communication with a Canadian firm desirous of exporting sulphate of ammonia.

1084. **Bran and pollard.**—A limited liability company recently started in Barbados with ample capital, would like to get connections with Canadian firms exporting bran and pollard.

1085. **Oats.**—A firm in Barbados with a large capital, would be glad to get in touch with a Canadian firm exporting oats.

1086. **Flour and canned goods.**—A London firm of general merchants wishes to secure the representation of Canadian shippers of flour and canned goods.

1087. **Wood-pulp, paper; canned goods.**—A firm at Calais, France, is seeking agencies for Canadian wood-pulp and paper, and canned goods of all kinds.

1088. **Nails.**—A correspondent in the west of England, already representing two Canadian manufacturers of other allied lines, and about to establish an office in London, is open to take up agencies of Canadian manufacturers of nails.

1089. **Wooden clothes hangers.**—A London firm reports a market in Great Britain for wooden clothes hangers and would like to get into touch quickly with Canadian manufacturers.

1090. **Maple roller blocks.**—A correspondent in Yorkshire asks for names of Canadian manufacturers of maple roller blocks for wringing machines.

1091. **Raw materials.**—An Italian commission agent, at present in the United States, who intends to open offices in Genoa, Milan and Trieste, would be glad to be put in touch with Canadian firms interested in export to Italy, especially raw materials.

1092. **Hosiery and underwear.**—A manufacturers' agent of Belfast, Ireland, desires agencies for Canadian manufacturers of hosiery—men's half-hose, women's stockings and children's socks; also men's and women's underwear, principally fleecy back fabrics, and other makes, woollen or cotton, suitable for the Irish climate.

1093. A commission house in Bucharest, Roumania, desires to be brought into touch with Canadian firms desirous of opening up business relations with that country.

1094. **Fishing nets.**—A representative of several important Siberian organizations desires to obtain quotations and other particulars from Canadian firms in a position to supply Scotch thread fishing nets and nets for seines of the following dimensions:—

No. of thread.	Metres.
80/6	200,000
60/6	150,000
50/6	300,000
60/9	150,000
50/9	150,000
40/9	300,000
Thread of Bambak for Seines.	
12/9	500,000
30/12	500,000
Total, 1,650,000	

Also equipment for canning factories.

1095. **Agricultural machinery.**—An organization, in the Amur province of Siberia desires a representation of Canadian firms manufacturing agricultural machinery, tractors, engines, etc. Further particulars on application at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1096. **Printing press.**—A party in Vladivostok, Siberia, wishes to receive particulars from Canadian firms in a position to supply music printing press, size 4 pages music folio.

1097. **Salt.**—An organization at Habarovsk, Siberia, requires approximately one million pounds of salt for the purpose of salting fish, and would like to receive particulars from Canadian firms in a position to ship preferably through the port of Nikolaievsk-on-Amur.

PROPOSED SAILINGS FROM MONTREAL AND HALIFAX.

Subject to change without notice.

MONTREAL TO LIVERPOOL.

Canada, White Star-Dominion Line, about May 10; *Tunisian*, C.P.O.S. Line, about May 10; **Empress of Britain*, C.P.O.S. Line, about May 10; *Melita*, C.P.O.S. Line, about May 13; *Scotian*, C.P.O.S. Line, about May 17; *Scandinavian*, C.P.O.S. Line, about May 21; *Megantic*, White Star-Dominion Line, about May 21; *Minnedosa*, C.P.O.S. Line, about May 23; *Grampian*, C.P.O.S. Line, about May 29.

* Sails from Quebec.

MONTREAL TO LONDON.

Mattawa, C.P.O.S. Line, about May 10; *Hambleton Range*, Furness Line, about May 10; *Batsford*, C.P.O.S. Line, about May 16; *Mendip Range*, Furness Line, about May 17; *Mottisfont*, C.P.O.S. Line, about May 20; *Dunbridge*, C.P.O.S. Line, about May 24; *War Peridot*, C.P.O.S. Line, about May 30.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S. Line, about May 14.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about May 15; *Cassandra*, Anchor-Don. Line, about May 23; *Montcalm*, C.P.O.S. Line, about May 25.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about May 12; *Monmouth*, C.P.O.S. Line, about May 20; *Sardinian*, C.P.O.S. Line, about May 26.

MONTREAL TO MANCHESTER.

Manchester Brigade, Manchester Liners, about May 10; *Manchester Mariner*, Manchester Liners, about May 24; *Manchester Corporation*, Manchester Liners, about May 31.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about May 1; *Sidlaw Range*, Furness Line, about May 22.

MONTREAL TO DUBLIN.

Carrigan Head, Head Line, about May 20.

MONTREAL TO BELFAST.

Melmore Head, Head Line, about May 25.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about May 15.

MONTREAL TO HAVRE (FRANCE).

Bilbster, Canadian-Trans-Atlantique Line, about May 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan Keith, Houston Lines, about May 12.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.
A Steamer, Elder Dempster Line, about May 20.

MONTREAL TO AUSTRALASIAN PORTS.

Adelaide, *Melbourne*, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin*
(*Port Chalmers*).

Rona, New Zealand Shipping Co., about May 15.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about May 20.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

R. A. Lewis, Acting Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostock. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighting, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915 1916.

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WEEKLY BULLETIN

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COMMERCIAL INTELLIGENCE BRANCH

CANADA



Fiume. (See p. 888.)

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(Minister of Trade and Commerce.)

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1919

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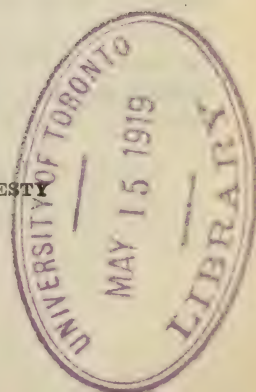


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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, May 12, 1919.

No. 797

THE PROSPECTS FOR CANADIAN FISH IMPORTATIONS INTO THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, April 2, 1919.—The United Kingdom is surrounded by some of the most extensive and prolific fisheries in the world, and from time immemorial the inhabitants have been accustomed to almost inexhaustible supplies of a large variety of fish. Moreover, the curing of herrings, haddock, cod, etc., are long-established and important industries, and both England and Scotland have for years carried on a very large export trade in goods which have a world-wide reputation.

In the year 1913 the fresh fish from British waters landed in the United Kingdom aggregated 24,046,564 cwts., valued at £13,993,414, and in addition shellfish to the value of £425,483.

Besides this, about 1,000,000 cwts. of herrings were brought in from adjacent waters, chiefly those of Norway, and rather less than this quantity of fish of various kinds, almost wholly from deep-sea fisheries. Consequently the importation of fresh fish was comparatively insignificant.

Upon the other hand, in the year 1913 fresh fish and cured was exported to the extent of 10,998,771 cwts., valued at £7,503,468, cured herrings supplying 8,612,926 cwts. of the above.

As regards imports of cured fish, these consisted principally of canned sardines, 295,220 cwts., worth £912,124; canned salmon, 600,560 cwts., valued at £1,764,937; canned lobsters, 35,230 cwts. worth £331,411; and "fish not canned, unenumerated," aggregating 370,755 cwts., worth £490,348.

FROZEN FISH.

Previous to the war, occasional shipments of frozen salmon and halibut from Canada, chiefly British Columbia, came to this country, and a few shipments of salmon from Siberia. There was, however, no recognized demand for frozen fish, because a large proportion of what was received was disposed of as fresh fish and was consumed in cheap restaurants, boarding houses, etc., and the prices realized were understood to be too low on the average to be profitable to the shippers.

The working classes of this country had never been used to eating fresh salmon, and the deterioration of quality incidental to de-freezing rendered frozen salmon unpopular with others. Indeed, when a number of the principal fish dealers were consulted shortly before the war, with the exception of one or two enthusiasts none considered there were any favourable prospects for trade, and a great deterrent to its development was the apathy and prejudice of the trade who had always been accustomed to plentiful supplies of fresh fish of all kinds.

As the war progressed the position was temporarily altered. Owing to transportation difficulties there was a great falling-off in the receipts of frozen meat, and owing to naval and submarine warfare supplies of fresh fish were gradually reduced until they aggregated only about one-fifth of customary landings.

The Canadian Government adopted the idea of sending over regular supplies of frozen fish for consumption by the Canadian troops, and this was subsequently extended to certain of the British troops, while the British Government also offered

through official brokers, considerable quantities for civilian consumption, partly with a view to providing supplies for the fried fish shops which are so popular among the working classes.

While a good deal of frozen fish was consumed in these various ways, it must be remembered that the consumption was to a great extent compulsory and resulted from a position of great urgency. Even then the principal people in the trade were of the opinion that the moment fresh fish again became available, people would not eat frozen fish save in exceptional circumstances, and while there is a great divergence of opinion on this subject, it certainly seems doubtful that frozen fish from Canada can compete profitably in this market when supplies of fresh fish are sufficient.

It is true that radical results might come from improvement in the de-freezing process, as has taken place in the Australasian frozen meat trade, and the ability to send over Canadian fish chilled instead of frozen would be an important step in this direction; but several authorities consider that opportunities for profitable prices would only occur when United Kingdom supplies are short, as happens from time to time, and that the proper way to handle the business would be to send over consignments of frozen fish from time to time and hold them in cold storage to meet these occasional deficiencies.

Already there has been a considerable improvement in the quantities of fresh fish which have been landed, and as, consequent upon the likelihood of supplies of meat remaining deficient for some time to come, the Government is making every effort to restore fishing facilities as quickly as possible, the position is likely to improve steadily. As a result, the controlled prices have been removed in anticipation that the increasing supplies will automatically lower the very high prices for fish which have prevailed.

Upon the other hand, it is reported that the large consignments of frozen fish from Newfoundland which arrived here shortly before Christmas have met with a steady sale at satisfactory prices, but it is understood that this has largely been absorbed by large institutions, fried fish shops, and similar consumers, rather than by the public.

It will be seen that the future position is still somewhat obscure, and depends partly upon the quantities of fresh fish which will be available and partly upon the supplies and prices of other articles of food for which fish is a substitute or alternative.

In the above connection it is interesting to state that the landings of fresh fish from British waters in 1917 only aggregated 7,694,433 cwts., although owing to high prices ruling the value was no less than £13,362,934, and of shell fish £409,186.

CURED FISH.

The eminence of the British production of herrings in the shape of kippers, bloaters, etc., and finnan haddocks has already been referred to, and save in years of shortage, there does not appear to be any profitable prospect for these.

The United Kingdom is a considerable purchaser of salted cod, particularly Bacalao, but in ordinary times almost the whole of this is re-exported to Latin countries and the consumption in the United Kingdom is quite insignificant.

CANNED SALMON.

The facts of this trade are so generally known in Canada that it is almost superfluous to dwell upon it.

The demand for canned salmon, stimulated by advertising and other campaign methods, has gradually increased until, previous to the war, the supply of the high-class grade was unequal to the demand, and prices had already advanced strongly. At that time the trade here refused to have anything to do with pink salmon and the inferior qualities.

The shortage of food supplies during the war has affected results which could not have been realized by many years' missionary work, and not only has pink salmon taken its place among other qualities but was actually purchased by the Government for Admiralty and other uses.

There can be no doubt that careful selection, good packing and attractive labelling are incentive to creating demands for particular brands. The trade is thoroughly organized, and as there seems no prospect of canned salmon losing its popularity, the only limitation to business from Canada seems to be that the available supply falls short of the demand.

Importation is largely conducted by brokerage and commission houses who specialize, and from whom the wholesale and retail trade purchase according to their requirements in preference to importing themselves, a feature which enters largely into various other trades in this country.

The United States is of course Canada's chief competitor, but Japan has in recent years developed the industry, and the 28,925 cwts. shipped to the United Kingdom in 1913 were increased to 81,752 cwts. in 1917.

CANNED LOBSTERS.

Canada may be said to have almost a monopoly of this trade, because in 1913, out of 35,230 cwts. imported, Canada supplied 33,139 cwts., and in 1917 21,053 cwts. out of 22,248 cwts., the balance in each case coming practically from Newfoundland.

The volume of this trade is very small compared with that in canned salmon, the article being regarded in the light of a luxury. The continental demand has been larger than that of the United Kingdom for canned lobsters, but there seems no reason why the consumption in this country should not increase.

Careful packing, good labelling, etc., also tend to promote trade.

CANNED SARDINES.

This is an old-established trade, the quantities imported varying largely according to the results of the year's fisheries in different waters.

At one time sardines were taken in the Bay of Biscay, but with uncertain and failing supplies Norway embarked in the trade some years ago, and in the year 1913 furnished 127,063 cwts. out of the 295,220 cwts. imported from all sources.

The French and Spanish packers resented this invasion, contending that the fish supplied by Norway were not sardines at all, but quite a different type of fish. In the year 1914 a series of law suits terminated in a judgment being given in the United Kingdom courts that the Norwegian fish is not a sardine, and that it was illegal to sell it under this designation, and since then, while considerable supplies of Norwegian fish continue to come into this country, they are sold under the name of "bristling" and other designations. This decision would probably interfere with Canada selling her sardines in this country under that description.

From time to time in the past, samples of Canadian canned sardines have been received here, but they were deficient in appearance and packing, and led to no business. Whether trade could be worked up now that great improvement has taken place in the canning of "sardines" in Canada and the industry is being developed upon a sound basis, it is difficult to express an opinion, and the only way to investigate the position would be to make trial shipments, accompanied by a propaganda campaign, but the name "sardine" should not be used.

FISH MEAL.

There is a considerable production in various parts of this country of what is known as fish meal, manufactured scientifically from fish refuse.

This industry was investigated rather more than a year ago, when the opinion was expressed by the trade here that if Canada would organize the industry and erect

plants in good centres, the outlook for finding a profitable outlet in this country for considerable quantities of fish meal was favourable, because the home demand has been in excess of the home supply. As is known, there is an immense waste of fish refuse in almost every part of Canada.

FISH OIL.

Similarly the production of fish oil in Canada has never been attempted upon an adequate basis, and it is known that material exist, which at present are practically thrown away, for the development of a fish oil industry which should be of great profit to the country.

While fish oil is produced in the United Kingdom, the imports are considerable, aggregating in 1913, 70,886 tons, of a value of £1,508,416. Of this Canada contributed 3,713 tons in 1913, which fell away to 132 tons in 1917.

Attempts have been made from time to time to interest United Kingdom firms in the somewhat limited supply of Canadian fish oil, and it seems probable that with the development of the industry upon a scientifically organized basis, profitable outlets could be secured in the United Kingdom for considerable quantities.

In conclusion, I would say that the experience in business of practically every kind is that it is most desirable to maintain resident agents or representatives in this country who are in close touch with fluctuations of trade and with the principal importers and dealers.

In the leading Canadian trades, like grain, provisions, timber, canned goods, etc. practically all Canadian exporters conducting regular business are more or less represented in the country, and in the case of manufactured goods this action is still more necessary, and the bulk of Canadian manufacturers who have embarked in business here are gradually appointing resident representatives in cases where they do not maintain their own offices.

FLAXSEED FOR 1919 SOWING IN THE UNITED KINGDOM.

ACTING TRADE COMMISSIONER J. FORSYTH SMITH.

GLASGOW, April 15, 1919.

FLAXSEED FOR IRISH SOWING.

The Irish Department of Agriculture have issued their report on "Flaxseed for 1919 Sowing." The following extracts will be of interest to Canadian exporters:—

SEED SUPPLY.

In view of war conditions, the Government made special arrangements last year for the purpose of securing an adequate provision of sowing flaxseed for Ireland in 1919. Ample seed therefore is available, principally Canadian and English. In addition, there are limited quantities of Russian and Dutch seed of the 1917 crop available, which show a germination varying from 74 per cent to 81 per cent and from 80 per cent to 84 per cent respectively. No new Russian seed is expected this season. The total supply of new Dutch seed available is about 5,000 bags, with a rate of germination varying from 90 per cent to 96 per cent, and the weight per 1,000 pickles of about 4.5 grammes. Several thousand bags of Japanese seed are being allocated to wholesale merchants. A bulk sample tested germinated 97 per cent in three days, and the weight per 1,000 pickles was 4 grammes.

ENGLISH SEED.

A large area of flax was sown last year in England and Scotland (principally England) with Dutch seed. A large proportion of the seed from the crop is now available for sowing in Ireland this year. In the department's field trials during the past four years English seed of Dutch origin has, on an average given better results than either Russian or Dutch. The English seed now being allocated shows rates of germination varying from 84 per cent to 92 per cent, the weight per 1,000 pickles varying from 4.75 to 5 grammes. It is all of the true fibre variety.

CANADIAN SEED (FIBRE VARIETY).

Over 50 per cent of the seed available will be of this variety. This seed, which was saved under exceptionally good weather conditions, is of good quality, and samples taken from the consignments which have already arrived have shown a very high rate of germination, i.e. 96 per cent to 98 per cent, the weight per 1,000 pickles varying from 3.8 to 4.1 grammes. The percentage of the purity of the seed is reduced somewhat on account of the presence of broken seeds, which are classed as impurities at the department's seed testing station. Irrespective of broken seeds, the purity of the seed is satisfactory. Canadian seed of the fibre variety has been grown extensively in this country for some years past, and the results obtained compared favourably with those from Russian or Dutch seed.

CANADIAN COMMON SEED.

The department do not regard Canadian common flaxseed as suitable for sowing for the production of fibre in Ireland. Average returns of scutched flax from common flax, as was to have been expected, have been considerably below those from Canadian and other fibre seeds.

HOME-MADE SEED.

Owing to the fact that the past autumn was extremely unfavourable for the sowing of seed in the North of Ireland, only a limited quantity of northern home-made seed will be fit for sowing purposes. The greater part of the southern flax crop was saved in good condition before the weather broke, and the seed, so far as it has been examined, is of good quality.

PRICES OF SEED.

Sales of seed are regulated by the provisions of the Sale of Flaxseed (Ireland) Order, 1918. The prices fixed are as follows:—

Canadian, 1918 (fibre variety)	£ 9	per bag of 182 lb. net.
English Dutch Child, 1918	8	" 182 "
Russian, 1917	9	" 3½ bushels.
Dutch, 1917	9	" 3½ "
Irish, 1918	8	" 3½ "
Dutch seed, 1918	11	" 3½ "
Japanese seed, 1918	6	1s. 6d. per bag of 2½ bushels.

Wholesalers are allowed to add to the costs 7s. 6d. per bag (189 pounds), together with the actual cost of transport, and an allowance for such actual and necessary charges as may be approved by the department. Retailers are allowed to add 10s. per bag (189 pounds) together with the actual cost of transport, as may be approved by the department. It is not anticipated that the transport and other charges will exceed a couple of shillings a bag.

PRESENT IMPORT REGULATIONS.

Imports of flaxseed from Canada for 1919 sowing have been made on Government account. The Imported Flaxseed (Control) Regulations, 1918, provides that the Ministry of Munitions shall take possession of all fibre sowing flaxseed imported or to be imported into Ireland at any time subsequent to September 28, 1918.

FREE IMPORTS FOR NEXT SEASON.

It is unlikely that Government control will be exercised on imports of flaxseed for next season, and the trade in Belfast are interested in getting into touch with exporters who will have flaxseed of true fibre variety, grown during 1919, to offer for shipment during the winter months. A list of the principal importers may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

SOUTH AFRICA'S INDUSTRIAL PROGRESS.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, March 10, 1919.—The industrial census taken last year is the second census of industries for the Union, and the returns have just been published in a blue book, *Statistics of Production*.

The report is complete in every way and has been considerably extended, giving figures for the whole country, provinces and leading cities.

During the year reviewed, an additional £5,000,000 was invested in industry, and the number of employees increased by over 22,000, of whom nearly 6,500 are Europeans. The value of output increased by over £9,000,000 sterling. The rise in value is of course increased considerably on account of the steady rise in the cost of material. The number of establishments rose from 3,908 to 5,305. The total number of employees rose from 101,178 to 123,842. Salaries and wages rose by £1,500,000 sterling to nearly £10,500,000, of which the European employees received £7,750,000.

Census of Factories in the Union.

In submitting his report the Director of Census, Mr. C. W. Cousins, states:—

“A slight variation of the definition of the term “factory” applied to the first census was effected so as to include “every manufacturing or other establishment in the Union.”

1. (a) Employing three or more hands, including the proprietor or manager, or other person engaged in charge thereof; or
- (b) Employing any form of motive power, excluding manual labour; or
- (c) Employing any boiler for steam-heating purposes; and
2. Engaged upon any work of production or upon any other industrial process, excluding mining and quarrying.

The alteration in the definition of a “factory” has led to the inclusion of a number of additional establishments, but in view of the fact that the output in such cases had invariably been small, the resultant increase in the totals of the various sections has not been large.

Heading.	1915-16.	1916-17.	Increase.	Per cent.
Number of establishments.. . . .	3,908	5,305	1,307	33·44
Total capital.. . . .	£46,532,750	£51,106,967	£4,574,217	9·83
Value of land and buildings—				
Owned.. . . .	8,760,212	10,719,888	1,959,676	22·37
Rented.. . . .	3,014,459	3,202,790	188,331	6·25
Value of machinery, plant and tools.. . . .	15,777,237	17,878,633	2,101,396	13·32
Number of employees—				
Europeans.. . . .	39,524	46,100	6,576	16·64
Asiatic.. . . .	11,318	12,229	911	8·05
Native.. . . .	35,065	46,813	11,748	33·50
Other coloured.. . . .	15,271	18,700	3,429	22·45
Total.. . . .	£101,178	£123,842	£22,664	22·40

Heading.	1915-16.	1916-17.	Increase.	Per cent.
Salaries and wages paid to—				
Europeans.. . . .	£6,739,966	£ 7,760,674	£1,020,708	14·14
Asiatics.. . . .	290,822	318,387	27,565	9·48
Natives.. . . .	1,138,602	1,472,342	333,740	29·31
Other coloured.. . . .	743,467	885,291	141,824	19·08
Total.. . . .	£8,912,857	£10,436,694	£1,523,837	17·10
Value of materials used—				
South Africa.. . . .	£10,024,773	£13,731,251	£3,706,478	36·97
Other.. . . .	12,290,814	14,292,697	2,001,873	16·29
Total.. . . .	£22,315,587	£28,023,948	£5,708,351	25·58
Value of articles produced and work done—				
Articles produced.. . . .	£32,921,575	£39,178,182	£6,256,607	19·00
Other work done.. . . .	7,513,307	10,279,232	2,765,925	36·81
Total.. . . .	£40,434,882	£49,457,414	£9,022,532	22·31
Value added to materials by process of manufacture and treatment.. . . .	£18,119,295	£21,433,466	£3,314,171	18·20

One of the most interesting tables gives the data on which factories in the Union commenced operations. A few of these are submitted as of interest to Canadian shippers, serving also to show the number of new industries since the year 1914.

In the processes in stove clay, earthenware and glass, there are 264 establishments, 43 of which started in the years 1915-16.

In brushes and brooms, baskets and wickerwork, there are 17 factories, with 3 starting in the year 1916.

There are 109 saw-mills in the country, ten commencing operations in 1915 and 12 in the year 1916.

In the metal trade there are (including mine, railway and tramway workshops), 436 establishments, 28 starting in 1915 and 35 in the year 1916.

Of galvanized iron works and plumbers' shops, 8 started in the year 1915 and 10 in 1916. The total number of shops is 154.

Wire working plants (including gate and fence making), total 16, one each starting in the years 1915 and 1916.

There are fourteen bacon and ham curing factories, two each starting in the year 1915 and 1916.

The confectionery and sweetmaking plants total 36, six starting in 1915, and five in the year 1916.

Flour and grain mills total 667, 47 started in the year 1915 and 77 in 1916.

Printing and bookbinding establishments total 248, 11 of which started in 1915 and 16 in the year 1916.

Paper bags and cardboard manufactures total 12, one new factory starting in the year 1916.

Coach and wagon building shops total 260, 12 starting in 1915 and 13 in 1916.

Furniture, cabinetmaking and upholstery shops total 109, 10 of which commenced work in 1915 and 11 in the year 1916.

Paint and varnish producers total seven, one each starting in the years 1915 and 1916.

Boot and shoe factories total 104, 8 starting in 1915 and 11 in the year 1916.

Portmanteaux and bag manufacturing total 6 factories, 2 each starting in the years 1915 and 1916.

Out of 5,305 establishments working in the year under review, 1916-1917, 395 started in 1915 and 427 in the year 1916.

The table giving particulars of materials used or treated and of articles produced in certain specified industries during 1916-1917, is also of great interest, a few only of the items are submitted:—

BRUSH AND BROOM FACTORIES.

Materials Used.

Description.	Value (Cost).
Bass, broom grass, hair, bristles, fibre, cane, ostrich feathers and similar materials—	
South African.. . . .	£ 7,570
Imported.. . . .	24,549
Broom heads and handles or timber for same—	
South African.. . . .	7,088
Imported.. . . .	4,339
Wire, twine, thread, nails, glue, pitch, rosin, oils, varnish, paint, and other materials for brushes and brooms.. . . .	3,606
Boxes, cases, cartoons, labels, and other packing materials.. . . .	917
Total value (cost) of materials used.. . . .	<u>£48,069</u>

Articles Manufactured.

Description—	Quantity. Dozen.	Value. £
Bass brooms.. . . .	10,050	15,515
Hair brooms.. . . .	9,814	15,964
Carpet brooms.. . . .	21,404	17,349
Bannister brushes.. . . .	4,759	4,118
Other brooms and brushes.. . . .	15,833	25,073*
Other articles manufactured.. . . .		3,217
Total value of articles manufactured.. . . .		<u>£81.36</u>

* Includes total value of output of one establishment.

SAW-MILLS.

Materials Used.

Description.	Value (Cost).
South African timber—	
Rough timber.. . . .	£ 26,577
Sawn timber for further treatment.. . . .	176,557
Imported timber—	
Rough timber.. . . .	100,448
Sawn timber for further treatment.. . . .	156,148
Other materials.. . . .	35,876
Total value (cost) of materials used.. . . .	<u>£495,606</u>

Articles Manufactured and Work Done.

Description—	Value.
Rough sawn timber.. . . .	£218,957
Building and joinery wood.. . . .	108,795
Furniture wood.. . . .	3,958
Wagon and cart wood.. . . .	60,503
Railway coach and truck wood.. . . .	507
Boxes and packing cases.. . . .	90,219*
Mining props and fencing poles.. . . .	72,046
Sleepers.. . . .	26,196
Firewood.. . . .	26,322
Other wood.. . . .	141,780**
Amount received for sawing for customers.. . . .	18,240
Total value of articles manufactured and work done.. . . .	<u>£767,523</u>

* In addition to the above packing cases to the value of £121,792 were manufactured by firms who furnished returns for packing case works.

** Includes total value of output of several establishments, details of values of the various descriptions of wood not being available.

BACON AND HAM CURING ESTABLISHMENTS.

Materials Used.

Description—	Quantity.	Value (Cost).
Pigs.....	No. 34,425	£137,383
Salt.....	lb. 311,200	940
Saltpetre.....	" 19,460	1,088
Sugar.....	" 14,300	184
Other curing materials.....	.....	3,022
Packing materials.....	.....	6,477
Total value (cost) of materials used.....	.....	£149,094

Articles Manufactured or Produced.

Description—	Quantity. Lb.	Value. £
Bacon and ham.....	2,803,190	176,349
Lard.....	218,356	11,351
Other articles manufactured or produced.....	.....	14,055
Total value of articles manufactured or produced.....	.....	£201,755

GRAIN MILLS.

Grain Treated and Materials Used.

Description—	Quantity. Tons (2,000 lb.)	Value. £
Wheat treated—		
South African.....	163,028	2,549,519
Imported.....	99,234	1,438,851
Maize treated.....	415,629	2,043,015
Other grain treated.....	9,239	68,481
Bags, twine, and other materials.....	.....	54,596
Total value of grain treated and materials used.....	.....	£6,154,462

Articles Produced.

Description—	Quantity. Tons (2,000 lb.)	Value. £
Flour.....	94,665	2,000,751
Wheat or boer meal.....	119,623	2,405,068
Maize meal.....	307,721	2,321,982
Other products.....	.....	546,060
Total value of articles produced.....	.....	£7,273,861

PRINTING AND PUBLISHING ESTABLISHMENTS.

Materials Used.

Description—	Approximate Quantity.	Value (Cost).
Paper for newspapers.....	lb. 18,527,749	199,826
" books, periodicals, and job printing.....	9,139,814	300,962
Straw and other boards.....	1,735,081	29,809
Cloth.....	358,152	17,573
Leather.....	skins. 10,784	4,101
Ink.....	lb. 186,470	14,966
Other materials.....	.....	16,553
Total value (cost) of materials used.....	.....	£583,790

Articles Manufactured and Work Done.

Description—	Value.
Newspapers—Advertisements and sales.. . . .	£ 794,656
Job printing.. . . .	998,093
Paper bags and cardboard boxes.. . . .	23,507*
Other articles manufactured and work done.. . . .	56,398
Total value of articles manufactured and work done.. . . .	<u>£1,872,654</u>

* In addition to the above, paper bags and cardboard boxes to the value of £69,401 were manufactured by firms rendering separate returns.

COACH AND WAGON WORKS.

Materials Used.

Description—	Value (Cost).
Timber—	
South African.. . . .	£ 83,475
Imported.. . . .	39,890
Wooden parts—	
South African.. . . .	12,739
Imported.. . . .	17,452
Paint, varnish and oils.. . . .	16,204
Metal and metal parts.. . . .	85,692
Leather and canvas.. . . .	21,432
Other materials.. . . .	33,328
Total value (cost) of materials used.. . . .	<u>£310,212</u>

Articles Manufactured and Work Done.

Description—	Quantity. No.	Value. £
Wagons.. . . .	2,613	158,858
Trolleys and light wagons.. . . .	945	39,587
Cape carts.. . . .	2,166	85,550
Farm carts.. . . .	1,001	28,914
Other vehicles.. . . .	1,064	31,720
Other articles manufactured and repair work effected.. . . .	.....	341,637*
Total value of articles manufactured and work done.. . . .		<u>£686,266</u>

* Includes the total value of output of several establishments, details of values of the various descriptions of vehicles built not being available.

TANNERIES.

Materials Used.

Description—	Quantity.	Value (Cost).
Hides	No. 181,276	£365,743
Skins.. . . .	" 85,515	19,320
Wattle bark.. . . .	tons (2,000 lb.) 4,371	27,091
Other vegetable tanning materials.. . . .	.....	12,016
Chemical tanning materials.. . . .	.....	9,104
Lime and other materials used in process of liming .. . . .	.....	4,711
Oil, fat, tallow and other stuffing materials.. . . .	.....	10,904
Dyeing materials.. . . .	.....	2,387
Other materials used in tanning.. . . .	.....	6,612
Packing materials.. . . .	.....	658
Total value (cost) of materials used.. . . .		<u>£458,546</u>

Articles Manufactured or Produced.

Description—	Quantity.	Value.
Leather, sole—		
Vegetable tanned lb.	3,249,843	£308,226
Chrome tanned"	152,708	28,417
Leather, upper—		
Vegetable tanned"	1,033,448	133,300
Chrome tanned"	212,233	19,513
Leather, harness (including strap, bridle, rein, saddle, skirt and other leathers used in manufacture of harness and saddlery) lb.	460,878	55,558
Leather, other"	328,509	28,290
Skins No.	83,631	28,772
Wood and hair . . . . .	.....	3,629
Other articles . . . . .	.....	56
Total value of articles manufactured or produced		£605,761

BOOT AND SHOE FACTORIES AND REPAIRING ESTABLISHMENTS.

Materials Used.

Description—	Quantity.	Value (Cost).
Leather—		
South African lb.	2,695,017	£343,732
Imported"	277,209	36,874
Leather—		
South African sq. ft.	352,483	24,404
Imported"	276,169	18,435
Upper and cut soles purchased—		
South African . . . . .	.....	4,171
Imported . . . . .	.....	3,081
Thread, eyelets, nails and other materials . . . . .	.....	57,883*
Packing materials . . . . .	.....	10,299
		£498,879

* Includes a total value of all materials used in several cases where details of quantities and values of the various classes of materials are not available.

Articles Manufactured and Work Done.

Description—	Quantity.	Value.
Boots pairs.	908,453	£460,240
Shoes"	243,146	86,678
Slippers"	44,050	10,199
Veldschoens"	425,530	106,272
Leggings"	4,838	4,224
Uppers for sale as such . . . . .	.....	53
Other articles manufactured . . . . .	.....	23,628*
Repairs effected for customers . . . . .	.....	35,418
Total value of articles manufactured and work done		£726,712

* Includes total value of articles manufactured and work done in several cases where details of the various classes of products are not available.

The final table dealing with Government workshops shows that the railway administration possesses in all 99 establishments of various sizes. These find employment for 11,806 persons who received £1,621,000 as wages during the year in question. The capital invested in the works is £2,143,000. They used materials to the value of £2,201,000 during the year, and the value of the output was £4,115,505.

FISCAL AND TRADE NOTES FROM AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Australian Tariff Revision.

Melbourne, Australia, April 3, 1919.—Since October, 1901, when the first Commonwealth customs tariff was introduced in the first session of the Federal Parliament, there have been two general revisions of the schedules (in 1908 and 1914), and in addition to which the war measures, still enforced, materially affect the importation of some lines of goods and products.

At the end of March the Acting Prime Minister (Hon. W. A. Watt) announced that it was intended to revise the tariff at the approaching session of Parliament (probably in July next), and indicated that Australia's distance from the centres of influence demanded that the country should furnish itself with all the things that they could reasonably make from their own raw materials.

Domestic manufacturers desired no further suggestion in regard to the possible elimination of oversea competition by reason of increased duties, hence a vigorous campaign has been commenced with a view to influencing Parliament to acquiesce in a more stringent policy of protection than has hitherto been enforced.

Emphasis is stressed that already post-war competition, despite high ocean freights, is causing a marked curtailment in the orders placed with Australian factories.

Representations in regard to a number of lines of Canadian goods and products are being made to the Department of Trade and Customs, which is now engaged in the consideration of the proposed tariff revision from both the domestic manufacturer's and the importer's points of view.

The Commonwealth Government's Steamers.

Last week the first steamer constructed in Australia for the Commonwealth Shipping Line was launched at Newcastle, N.S.W., and within a few days the second steamer will be launched at Melbourne. The building programme already entered into calls for the completion of seven additional steamers in 1919. Plans are being prepared for the construction of four 10,000-ton cargo steamers to succeed the 1919 programme.

The contracts entered into prior to the armistice for the building of a number of wooden vessels in Australia have been cancelled under arrangement with the builders, who received financial compensation. Some of the builders intend to carry out a programme of their own, partly in steel and partly in wood-ship construction.

Forty steamers are now being operated by the Commonwealth, and should it be determined that the Government shall retain control of the nineteen ex-enemy steamers which it has directed since 1914, this fleet—in addition to the building programme—should have a powerful influence upon determining freight rates.

In response to the vigorous advocacy (by interested parties in London) of the disposal of the Commonwealth line of steamers, now that they have accomplished the purpose of providing freight facilities during the period of the war, it is announced that the Government has no intention of selling their vessels despite the threatened opposition of the London "shipping ring," which is now said to control a fleet of over 7,000,000 tons.

The Minister in charge of the Department states that "no place in the world is more likely to suffer than Australia through the action of a shipping ring. The great bulk of the primary products of the country must find markets overseas, and it would be madness on the part of any Government to allow themselves to be bluffed or squeezed out."

It is stated that, if the necessity arises, legislation can be enacted whereby the rebate system of "the ring," to shippers confining their entire transportation to their steamers, may be made non-effective. Further, it is claimed by the London manager of the Commonwealth Line that for a long time to come there will be ample freight for all available steamers and that there is no necessity for a freight war.

There is every indication that the Australian Government are determined to continue their shipping activities, which have already proved so profitable, in the interests of primary producers and as a corollary to the State-owned railway systems in the Commonwealth.

Australian Government Aviation Prize.

In order to encourage commercial aviation, the Commonwealth Government has announced its decision to offer a prize of £10,000 for the first successful flight to Australia from Great Britain, on a machine manned by Australians.

The Acting Prime Minister, in announcing the offer of the prize, stated that the Government did not itself intend to indulge in schemes for commercial aviation, but would encourage development in every way and would also exercise control over private flying by means of special legislation.

The offer of this prize, the appointment of an aerial traffic board to consider the necessary regulations for controlling aviation, and the considerable attention recently given to the organization of military and naval aviation, is evidence that the Commonwealth Government does not intend to allow Australia to lag behind in the development of flying, to which the war has given such a great impetus.

Australian Trade for Six Months.

The Commonwealth statistics of the import and export trade of Australia for the six months ended December 31, 1918, subject to revision, have just been made public.

The total imports amounted to £45,622,786, as compared with £29,407,171 for the corresponding period of the previous year, showing an increase of £16,215,615, while the exports totalled £40,350,175 against £34,864,203 in comparison with the previous period.

The items of import showing the most marked increases were tea, tobacco, woollen yarns, apparel and textiles, oils, tinned plates and sheets, iron and steel pipes, sheets, etc., tools of trade, electrical material and appliances, chassis for motor cars, rubber manufactures, lumber, glassware and earthenware, paper and stationery of all kinds, drugs and chemicals, electrical cable and wire (covered), matches and skins.

Importations of fish preserved in tins show a decrease of nearly £100,000, mainly caused by high prices and adverse climatic conditions for its consumption in Australia. The main increases in exports were in tinned meats, sheep skins and greasy wool, while in comparison with the corresponding term of 1917 much less butter, frozen beef and rabbits, scoured wool, copper and lead were shipped to overseas destinations.

Values of groups of principal articles of import and export are scheduled thus:—

IMPORTS INTO AUSTRALIA.

	July-Dec. 1917-18.	July-Dec. 1918-19.
Foodstuffs, animal origin.. . . .	£ 375,193	£ 266,020
“ vegetable origin.. . . .	1,004,971	788,774
Beverages (non-alcoholic).. . . .	1,055,937	1,908,632
“ (alcoholic).. . . .	805,398	776,760
Tobaccos.. . . .	172,899	379,716
Live animals.. . . .	29,978	21,222
Animal substances not foodstuffs.. . . .	214,963	659,069
Vegetable substances and fibres.. . . .	1,603,440	1,742,669
Apparel, textiles, etc..	10,500,341	19,347,509
Oils, waxes, etc..	1,255,601	1,766,895
Paints, colours and varnishes.. . . .	216,176	205,528
Stones and minerals.. . . .	79,779	62,286
Ores and metals.. . . .	395,996	313,185
Machinery and manufactures of metals.. . . .	4,547,601	6,936,618
Rubber and rubber manufactures.. . . .	807,925	1,129,596
Wood and wicker.. . . .	758,864	1,113,379
Glass, earthenware, etc..	353,033	680,085
Paper and stationery.. . . .	1,537,415	2,176,007
Jewellery and fancy goods.. . . .	568,062	744,126
Optical and surgical goods.. . . .	332,573	354,157
Drugs and chemicals.. . . .	1,698,781	2,445,297
All other articles.. . . .	1,092,239	1,805,256
Total imports.. . . .	£29,407,171	£45,622,786

EXPORTS FROM AUSTRALIA.

	July-Dec. 1917-18.	July-Dec. 1918-19.
Foodstuffs, animal origin.. . . .	£ 6,473,316	£ 6,334,657
“ vegetable origin.. . . .	5,646,573	6,048,367
Beverages (non-alcoholic).. . . .	96,095	111,341
“ (alcoholic).. . . .	139,137	236,504
Tobaccos.. . . .	127,858	166,103
Live animals.. . . .	126,241	171,528
Animal substances not foodstuffs.. . . .	13,944,196	18,393,352
Vegetable substances and fibres.. . . .	146,634	393,222
Apparel, textiles, etc..	512,951	756,804
Oils, waxes, etc..	764,069	897,093
Paints, colours and varnishes.. . . .	23,806	63,959
Stones and minerals.. . . .	120,188	153,235
Ores and metals.. . . .	4,890,130	3,945,634
Machinery and manufactures of metals.. . . .	307,989	605,481
Leather and manufactures.. . . .	554,564	565,868
Wood and wicker.. . . .	101,203	142,780
Glass, earthenware, etc..	28,598	44,926
Paper and stationery.. . . .	69,851	77,243
Jewellery and fancy goods.. . . .	51,160	107,757
Optical and surgical goods.. . . .	50,407	53,817
Drugs and chemicals.. . . .	401,876	719,286
All other articles.. . . .	287,361	361,218
Total exports.. . . .	£34,864,203	£40,350,175



INDUSTRIAL ALCOHOL IN AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, April 3, 1919.—The dependence of Australia on outside sources for her supply of mineral oils, and especially for lighter oils for internal combustion engines, has been emphasized in the special bulletin of the Commonwealth Advisory Council of Science and Industry—published in 1918—upon the proposals for the production and utilization of Power Alcohol in Australia.

This publication has been acclaimed by technical journals as the result of scientific research, close investigation, and a careful compilation of facts bearing upon a question of vast importance in the Commonwealth. It is recognized that the production of power alcohol in Australia, in sufficient quantities to supply an existing and growing demand, would effect an immense monetary saving besides making the country independent of oversea sources of supplies of liquid fuels. As alcohol can be produced from a great variety of substances, many of which are procurable in Australia (and are, to some extent, now going to waste), it is anticipated post-war industrial development will materially increase the production of alcohol for industrial purposes.

The ideal raw material for the production of power alcohol in Australia is molasses, of which the annual output in Queensland—the chief sugar-producing state—is estimated at about 10,000,000 gallons (or 62,500 tons), which, if entirely used, would produce about 4,100,000 gallons of alcohol.

The total quantity hitherto used has not exceeded 15,000 tons of molasses per annum, from which about 980,000 gallons of methylated spirits were produced. The remaining 47,500 tons of molasses were used to some extent for cattle food, fuel, and other purposes, but the greatest quantity was—through difficulty of access and other causes—allowed to run to waste.

PRODUCTION, CONSUMPTION AND USES OF COMMERCIAL ALCOHOL.

The present Australian production of commercial alcohol is estimated to be about 1,000,000 gallons per annum. The supply of molasses (through a partial failure of the sugar crop) is now totally inadequate for the distilleries, and hence a market shortage of commercial spirit exists at the present time. Users cannot obtain anything like their full requirements of methylated spirits, but, despite that fact, it is doubtful if Canadian industrial alcohol could be landed in Australia, under present rates of ocean freight and customs duties, at a commercially profitable cost.

The present demand for commercial alcohol is caused by the development of domestic industries in which the spirit is used for making furniture and boot polishes, hat stiffening, liniments, veterinary medicines, and a variety of other purposes.

MARKET CONDITIONS ON INDUSTRIAL ALCOHOL IN AUSTRALIA.

When competition was keen and ocean freights were normal—before the war—some alcohol was imported for denaturing purposes, chiefly in wood quarter casks containing about 30 to 33 gallons, although some came in iron containers with a capacity up to 80 gallons. At that time the customs duty was 1s. (24 cents) per gallon.

The casks and iron drums (or tanks) were generally sold at cost by the exporters of the spirit and when empty were frequently disposed of by the importers for other purposes.

With the present Australian excise duty of 1s. (24 cents) per gallon on methylated spirits of domestic production, and a customs duty of 2s. (48 cents) per gallon on denatured spirits, or spirits to be denatured, not less than 65 o.p., it is obvious

that producers within the Commonwealth have an immense trading advantage, to which must be added the natural protection of high ocean freights, exchange and landing charges.

Early in 1914, when there was no excise duty, methylated spirits were sold in wholesale quantities by Australian blenders at 1s. 8d. (41 cents) per gallon (containers extra but returnable) at Melbourne and Sydney, but to-day, with an excise duty of 1s. (24 cents) the price has advanced to 3s. 10½d. (93½ cents) per gallon, and supplies at that figure are entirely inadequate to supply the demand.

ALCOHOL COMPETITION TO BE MET WITH IN AUSTRALIA.

Canadian manufacturers of industrial spirit seeking a market in Australia for their surplus production are confronted with the excise duty on denatured spirit or spirit to be denatured—both in accordance with the requirements of the customs—of 2s. (48 cents) per gallon and the present wholesale rate of 3s. 10½d. (93½ cents) per gallon charged by Australian blenders to the wholesale trade. In interviewing some of the largest users, they stated that beyond a certain price it was not profitable to import denatured spirits or spirits for denaturing, but (considering the scarcity of supplies and no immediate prospect of development in domestic production) if it were possible to land the spirit of 65 o.p. standard, ex steamer or sailer, at 1s. 10d. (say 45 cents) per gallon (in bond) at principal Australian ports, considerable business could be immediately obtained. Packages are extra, but cost of same must be indicated with quotations.

To compute the landed (c.i.f.) cost at principal Australian ports, it is obviously necessary to (1) estimate the f.o.b. steamer or sailer price; (2) the cost of ocean freight; (3) marine insurance; and (4) rate of conversion and bank exchange.

The following landing charges need only be considered by exporters if the quotations on spirits are submitted for delivery into warehouses in Melbourne: wharfage 5s. (\$1.22) per ton measurement, with an additional 1s. 1d. (26 cents) per ton for stacking.

As all spirits imported into Australia must be gauged by the customs, the following charges are payable in connection with cartage and examination: octaves 10d. (20 cents), quarter casks 1s. 4d. (32 cents), hogsheads 2s. 6d. (61 cents), and punch-ions 3s. 8d. (89 cents). Setting up each container costs 2s. (49 cents), and bond marking—if required—2d. (4 cents) per packet. Cartage could be estimated at 3s. (73 cents) per ton to warehouse or bond. The customs' agency charges would be about 15s. (\$3.65) for each shipment. The charges at Sydney would not be higher than those for Melbourne. As in other lines of merchandise, efficient and reliable representation in Australia is strongly commended (even if Canadian producers are able to compete) to secure orders and to look after the interests of their principals.

STANDARDS FOR INDUSTRIAL AND MINERALIZED SPIRITS.

Under the statutory regulations of the Commonwealth Spirits Act of 1906, the standards for the classes of "methylated spirits" called "industrial spirits" and mineralized spirits are as follows:—

Standard for Industrial Spirits.

The spirits before methylation to be of a strength not less than 65 degrees over proof, and to be methylated by the addition of 2 per cent of wood naphtha, ½ per cent of pyridine liquid, and ½ per cent of coal tar naphtha or shale naphtha.

Standard for Mineralized Spirits.

The spirit before methylation to be of a strength of not less than 65 degrees over proof, and to be methylated by the addition of 1 per cent of wood naphtha, $\frac{1}{4}$ per cent of pyridine, 2 to 20 per cent of benzine and $\frac{1}{4}$ per cent of a solution of aniline, violet or blue dye.

In order to encourage the methylation of spirit in Australia to meet the existent shortage, the Excise Department recently reduced the standard of strength to 60 degrees o.p. This reduced standard is, however, tentative, and is to be reviewed in July, 1919, when a further alteration may be made.

If Canadian industrial spirit is denatured before exportation to Australia, the methylation must be in accordance with the Australian standard and a certificate to that effect must accompany the invoice.

DENATURANTS FOR ALCOHOL IN DEMAND.

The Australian demand for denaturants for alcohol, such as wood naphtha, wood alcohol and Columbian spirit, is fairly large, and blenders of methylated spirits are now experiencing difficulty in obtaining supplies.

There are two comparatively small industries in Australia (one in Victoria and the other in New South Wales) devoted to the production of wood naphtha, but latterly—owing to the influenza epidemic—their output has been chiefly used in disinfectants.

COMMONWEALTH GOVERNMENT'S ACETONE FACTORY IN QUEENSLAND.

Early in the war it was impossible for the Australian Government to obtain their usual supplies of acetone from overseas for their cordite factory near Melbourne, hence it was imperative to take prompt action not only to maintain but to ensure an increased output of munitions.

A factory was therefore established near Brisbane, where acetone and alcohol sufficient for national purposes—made from molasses—are now being produced.

In pre-war years a considerable quantity of Canadian acetone was imported for the Commonwealth cordite factory, but, through the establishment of the Brisbane industry, the demand for the overseas product no longer exists.

MANUFACTURE AND IMPORTATION OF SPIRITS.

Accompanying this report are copies of the various Australian Acts and Regulations governing the manufacture, importation and denaturing of industrial alcohol, which can be inspected by Canadian producers of industrial alcohol interested in the Australian market at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to File No. 22922. In addition to the printed matter, courteously supplied by the Commonwealth Department of Trade and Customs, there is also available the bulletin of the Council of Science and Industry on the proposals for the production and utilization of power-alcohol in Australia.

IMPORTATION OF LIQUEURS INTO THE UNITED KINGDOM.

Removal of Restrictions on Imports from the Overseas Dominions.

A letter has been received by the High Commissioner of Canada, London, from the Assistant Under Secretary at the Colonial Office, of date April 8, 1919, stating that he has been directed by Lord Milner to inform him that, while licenses will still be required for the importation of liqueurs into the United Kingdom, it has been decided that such licenses may be freely issued in the case of liqueurs exported from and manufactured in the Dominions.

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN.

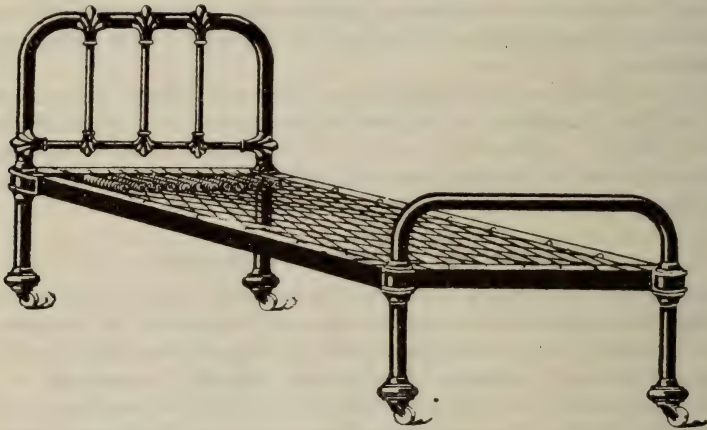
The following is the third of the series of reports from Mr. Egan on Canadian and United States imports into South Africa:—

Bedsteads.

The bedsteads imported from both Canada and the United States are iron or brass.

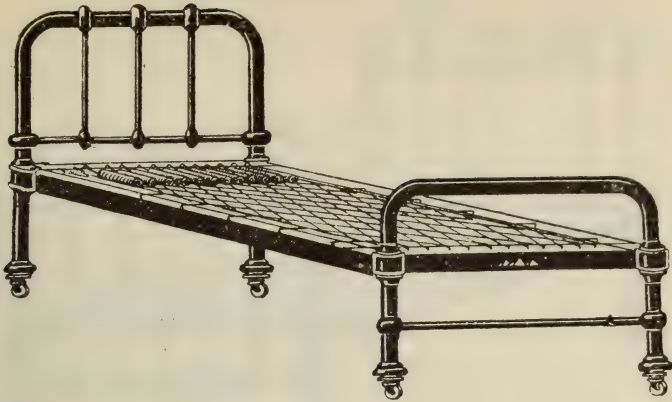
Since the beginning of the war one American manufacturer has made a special effort for this trade, not only by representation, but by the consigning of stocks for immediate deliveries to jobbers. The American share of this trade increased from £2,469 in 1914 to £29,679 in the year 1916, and as unexpected deliveries were made that year from the United Kingdom, the American trade dropped to £2,116 in the year 1917; this increased to £4,474 for last year. There have been many inquiries from Canada as to the possibility of securing this trade, but so far with really no results, as the year 1917 trade of £321 was not repeated for last year.

The accompanying illustrations and details (with pre-war prices), should be of interest to Canadian manufacturers who may be intending to export to the South African markets.



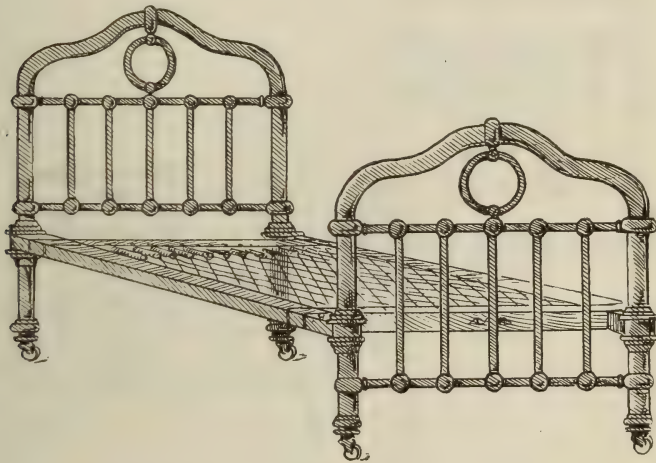
No. 1.

Illustration No. 1 is for an iron bedstead, 1 inch by $\frac{3}{4}$, sold in large quantities in South Africa. The bed is made in three sizes. The 2-foot 6-inch size has eight springs at one end and sold f.o.b. English port at \$3.18. When packed in crate containing six beds the size of parcel is 15.6 cubic feet. When packed eight in parcel, the size is 19.6 cubic feet. The next size is 3 feet; the price f.o.b. was \$3.36; a package of six beds measures 18.9 cubic feet, and one of eight beds measures 26.6 cubic feet. A third size is 3 feet 6 inches. The f.o.b. price was \$3.58; a package of six beds measures 22 cubic feet and a package of eight beds measures 27.6 cubic feet. The above prices were for packing protected with sheet iron and canvas in parcels of eight. Packages of six cost slightly more per bed. For a packing protection with boards and canvas, the charges per bed was about 12 cents less. A support for the wire springs could be fitted to these beds at an extra cost of 48 cents each.



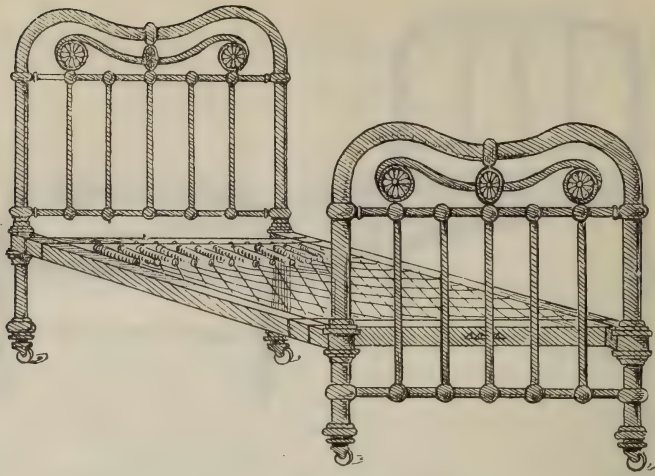
No. 2.

Illustration No. 2 is for a heavier bed than shown in cut No. 1, viz.: 1 inch by $\frac{1}{2}$. It has a bar across the foot which adds strength. This bed is made in three sizes and packed as per details given with illustration No. 1. The cost f.o.b. English port for 2 feet 6 inches, ten springs at end, was \$3.55. For size 3 feet, twelve springs at end, \$3.65, and for size 3 feet 6 inches, \$3.98.



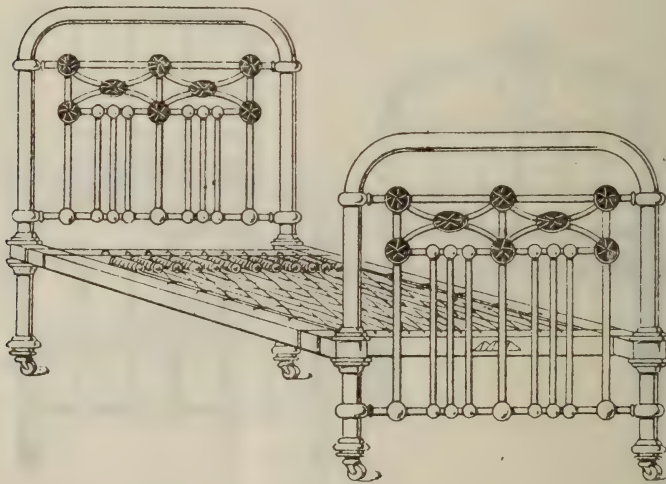
No. 3.

Illustration No. 3 shows an enameled bed made in three sizes, 2 feet 6 inches, 3 feet, and 3 feet 6 inches. The medium size 3 feet was sold f.o.b. English ports at \$5.60. The smaller size was only 12 cents less and the larger size 48 cents more. This bedstead in black is quoted at 97 cents less. Crates of six bedsteads, size 2 feet 6 inches, measures 22 cubic feet; size 3 feet 26 cubic feet; size 3 feet 6 inches, 29.9 cubic feet.



No. 4.

Illustration No. 4 shows another big selling pattern, packed as per details of No. 3. The price of this line in the medium size was \$6.10.



No. 5.

Illustration No. 5 is another pattern popular on the South African market. The packing and cubic feet measurements on this line are the same as for No. 3. The price of this bedstead in the medium is \$6.55.

There is also a large import on beds similar to illustration No. 4, in double beds, 1 inch by 4 feet 6 inches by 6 feet 6 inches and 1½ in same sizes. The latter bedstead is quoted at \$9.30; this is the French construction with lath bottoms. Double bedsteads are packed with six pairs of ends in a crate, and frames in one bundle. This bed in black is quoted \$1.20 less.

Illustration No. 5 was also a popular pattern in the French pattern bedstead, quoted formerly at \$10.25.

Imports Kindred to the Iron and Steel Trade.

Under this heading, which includes most of the lines handled by the machinery, hardware and builders' trade, Canada has made good progress in export of quantity, and of course in value.

Asbestos Manufactures.

This is an article of import which is likely to decline in quantity for the future, as there is an increase in the mining of same, and a considerable effort in the manufacture in South Africa. Canada's share of the trade last year was £252, which is a total increase over the previous year. The American imports totalled £568, about the same amount as in 1917.

Cartridges.

Agency arrangements are such that with competitive prices Canada should make big headway in this line, as there is a big demand for the Canadian long and short 22. The 1918 imports from Canada totalled 90,000 cartridges, showing an increase of over 72,000, and an increase of value from £89 to £551 for last year. The United States increased their exports in quantity by about 1,200,000 cartridges. The 1918 total was 7,518,510, and the value almost doubles from £12,804 in 1917 to £23,982 last year.

Brushware.

Canadian brushware of the cheaper makes has made good in South Africa, and there is every possibility that the better grade goods will be in evidence in future shipments. This is an industry which has made big headway in South Africa, but it will be many years before they can compete in the range which is manufactured in Canada and suitable for export to this country.

During the past two years Canadian brushes have been sold in every centre of this country, and from the reports received further business should be very good. Canada's trade increased from £1,195 in 1917 to £2,968 last year, and the United States trade dropped in the same year from £3,435 to £2,859.

Binder Twine.

The Canadian binder twine pre-war, held the trade in this country. In 1914, out of a total value of £22,457, Canada's share was £17,855. The imports from Canada last year were £880 only. The United States increased their trade from £9,456 to £18,095. For the past two years Australia has been booking the greater part of this import as well as other twines and cords. The situation is very difficult, and most of the regular dealers are loaded with big quantities at high prices f.o.b. port of shipment and an ocean tonnage rate that has made the price extremely high, and unfortunately a great deal has been landed since November 11. High premiums have been paid by some merchants to secure cancellation of orders.

Corks and Bungs.

The United Kingdom has always held the biggest share of this trade in the crown corks, which is the article that Canada and the United States have been shipping in the past two years under this heading. Canada's exports increased from 138 gross in 1917 to 15,850 gross last year, valued at £1,513. The United States shipment dropped from 101,858 gross in 1917 to 86,962 gross last year, but the values are almost double jumping from £3,825 in 1917 to £6,662 last year. The United Kingdom manufacturers are again quoting, and Canadian prices will have to be competitive if they are to hold any part of this import trade.

Paints.

In paints and colours in oil, Canada's exports to this market have made big headway. Several manufacturers are represented, and both the packing and quality have been highly commended. Pre-war and during the war the United Kingdom manufacturers have held the bulk of the trade. Canadian manufacturers should hold a good share of this import in the future, but they must bear in mind that competition will be much more keen than it has been in the past. Canada's share of this trade in the year 1915 was only £17. This increased to £5,222 in the year 1917, and the wonderful increase to £56,492 last year. The Americans have held a trade for years in standard lines of paints and enamels, which have been well advertised. The United States trade in the year 1914 was to a value of £8,837, which increased to £19,850 in 1917, and again to £38,637 last year.

Varnish.

As regards the United Kingdom and the United States, the same conditions govern as in the notes with respect to paints. With Canada it is a new export to South Africa, the same as paints, and fairly good progress has been made. The imports from Canada in 1914 were 99 gallons valued at £81, and in 1917 this had grown to 1,113 gallons for a value of £430, which again increased in the year 1918 to 5,879 gallons, valued at £2,399. The United States shipments in 1917 were 6,640 gallons, to a value of £3,250, and this increased last year to 9,143 gallons, valued at £5,343.

Water Paint.

The imports of water paint decreased in quantity and value both from the United States and Canada. Pre-war the bulk of the imports came from the United Kingdom and the United States. A considerable advance has been made in the manufacture of this article in South Africa. The Canadian exports dropped from £360 in the year 1917 to £76 last year, and the imports from the United States for the same years dropped from £6,469 to £2,902, which with the higher prices prevailing mean a big drop in quantity.

No record is given here in connection with ochre and turpentine, which have not been exported from Canada. The United States controls the turpentine trade, and the ochre has always been held by the United Kingdom.

Linseed Oil.

Both Canada and the United States shipments of linseed oil in quantities to this market are of recent date. The United Kingdom exporters have always held the great bulk of the trade. Canada's shipments dropped from 26,462 gallons in the year 1917 to 11,452 gallons last year, valued at £3,467. Last year was the best in quantity and value for the United States, her export quantity increasing from 7,698 gallons in 1917 to 37,488 gallons, valued at £10,987.

Calcium Carbide.

South African users of Canadian carbide speak in the highest terms of the quality and packing of the Canadian article. The only complaint made was by one coast firm who had placed orders many months ago and did not receive their parcel or any portion of it in the deliveries made. In every other centre the distribution of stocks was very satisfactory, and in Durban the agents secured a promise from their customers that only a limited profit would be charged. Within the last four months a big shipment of carbide has been secured from the North sea; as a selling proposition it is not attractive to the trade, because in the cost is included an ocean freight

charter made before the armistice and settlement was made on the old exchange basis. The fact, however, that the North Sea district was able to offer a shipment which exceeds many times the total of the year 1917 shipment from that district, brings home the fact that competition has again begun. Although the value of import from Canada increased from £22,907 in the year 1917 to £26 229, the quantity shipped dropped from 3,784,437 pounds to 3,096,940 pounds. The United States share increased in quantity from 119,610 pounds to 368,165 pounds, valued at £10,142.

Glycerine for Manufacturing Purposes.

Under this heading for the year 1918, Canada is credited with an export of 2,179 pounds, valued at £326, and the United States with a total shipment of 10,455 pounds, valued at £1,711. The United States also shipped distilled glycerine to the value of £36 for 100 pounds. Pre-war the United Kingdom held more than half of this import; the other countries holding a good share were France, Holland and Germany.

Acetone, Methylic Alcohol and Wood Naphtha.

This article of import is shown as a separate entry for the first time. Canada is credited with a shipment of 1,902 gallons, valued at £459, and the United States with an export of 10,370 gallons, valued at £3,000.

With the exception of belting and rubber mechanical goods the above report takes in every line shipped from Canada in the year 1918 in iron and steel goods or kindred lines to the trade.

From the United States there were exports of other articles such as insulators, porcelain and other kinds; fireworks, tanks, drums, tin plate and sheet, mining buckets, tip trucks, lubricating oil, paraffin, motor spirit, plaster of Paris, plumbago, quicksilver, asphalt, creosote, pitch, coal tar, tar substitutes, tobacco unmanufactured and manufactured.

Recent Shipping to South Africa.

Many of the regular importers of the lines reviewed in this report are claiming that the recent shipping by Canadian firms has been unfair and has placed them in a position of extreme difficulty. The complaint is that Canadian manufacturers and shippers are advising shipments made or to be made within two months, which covers orders placed in the year 1917 as well as orders placed in October last. They claim that from a financial and stock point of view, the position is very awkward for them as well as leaving them with stocks which will cost much more than they would if the shipments had been spread out to take some part of the lower ocean freight rates which are in sight for the near future. This office has, of course, pointed out that the Canadian firms acted upon the only instructions they had in hand, which was to hurry the orders over as quickly as possible, and that at the time of making the shipping arrangements complained about, there was a world-wide understanding that it would be many months before shipping would be freed from Admiralty control.

Future Trade for Canada.

The opinion expressed in a very general way was that Canada is in on the South African market to stay on many lines of iron and steel goods, with kindred lines. The competition in the immediate future will, of course, be much more keen than during the war years, and there is no doubt that more countries will be seeking overseas trade than were in evidence before the war. With a full knowledge then of the necessity for overseas markets and the fact that they are going to be competed for as never before, it is up to all Canadian manufacturers to profit by the experience of the few who have done well in export. Representation is a necessity, and this I have endeav-

voured to bring home at every opportunity, but under the circumstances admitted of what is required to secure trade under future competitive conditions I can only repeat the advice suggested in my report of September 15, 1913. After a visit to all centres of South Africa and a study of all data collected at the time, suggestions were made as to the handicap of indent houses foreign to Canadian interests and the necessity for direct representation. The advice of September, 1913, holds good to-day, with additional emphasis that now more than ever it is required that it be put into effect in a general way and not by a few only.

The following paragraphs are extracts from the report in question:—

“There is one way of overcoming foreign indent and commission houses difficulties, and that is to send out Canadian travellers. If Canada is to go ahead in a large way, direct representation is an absolute necessity.

“Further, co-operation is a necessity; that is, for the manufacturers to co-operate in establishing Canadian indent or commission houses, and to co-operate in having travellers represent a number of manufacturers making kindred lines, or ranges that will sell as a group.”

In view of present conditions—that is, the world-wide fight for overseas trade—this suggestion should go a step further, and there should be a co-operation of manufacturers making the same class of goods. The war has proved that the people as a whole can get together, why not the manufacturers and shippers?

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Manufacture of Copper Wire, Rods, etc., in New South Wales.

Sydney, April 2, 1919.—Shortly after the outbreak of war the supply of many manufactured copper articles became very short. The shortage was particularly noticeable in the case of copper wire, and the result told heavily on the electrical industry.

With the object of supplying the requirements of the State, and afterwards other portions of Australia, a company was formed with the object of manufacturing copper wire and other articles.

This company is now in full operation, and the works, which are situated at Port Kembla, 60 miles from Sydney, alongside the electrolytic refining works, are equipped with machinery of the most modern type. The whole of the plant is electrically driven, and large quantities of the finished products are now being manufactured.

The Copper Industry of Australia.

The closing down of the copper mines of Australia seems inevitable, and if this takes place it is estimated that 30,000 men will be affected.

When the armistice was signed the price in London per ton was £135, but this has rapidly decreased until now the price may be stated at about £78.

There is at present in store—mostly in the State of New South Wales—16,000 tons of copper, valued roughly at £1,000,000.

Export of Sausage Casings from New South Wales.

Prior to the war Germany was a large buyer of sausage casings in Australia, and more particularly of beef casings. With the outbreak of war the demand at once ceased, and there has been great waste of this commodity ever since, as they are passed through the digestors with other refuse.

A Sydney exporter whose address may be obtained by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 14406, desires to hear from buyers interested in the articles, and, although there is a good demand for sheep and lamb casings, he is also prepared to supply them. The specification for beef casings is the usual Board of Trade measurements and the quality the standard one. The specification for sheep and lamb casings is: First cut 10 by 11 or 9 by 12½ and/or 7 by 15 or 7 by 16. Second cut means the balance of the casing after the first cut has been taken off. Casings done up in hanks of 400 feet.

Considerable supplies of sheep and lamb casings have already been sent forward to Canada and the United States.

Supply of Softwoods in New South Wales.

At a recent inquiry held with regard to the high rents asked for dwelling houses, it was stated that the softwoods of this state were rapidly decreasing. Cedar is practically extinct, and there is available only 250,000,000 super feet of pine, which at the present rate of consumption of 21,000,000 feet per year, signifies only twelve years' supply.

Experiments in Growing Linseed, New South Wales.

In view of the local demand for linseed for oil and cake purposes, and the comparatively high prices consequent upon the increased cost of importing, trials have been made on several of the state experimental farms in growing linseed. Owing to the unfavourable spring all the plots, with the exception of five, were utter failures, while the yields in the others ranged from 180 to 250 pounds per acre.

The season was in all cases adverse, as the rainfall in the various districts in which the experiments took place, was much below the average.

For fibre yields the linseed practically failed in all cases, as the height in no case exceeded 18 inches, and ranged down to 4 inches.

Under normal conditions better yields would doubtless have been attained.

Fish Canning in New South Wales.

In the Pacific adjacent to the coast of this State there are large quantities of anchovies, herrings, pilchards and sprats. These easily caught fish are allowed to go on their way without any attempt being made to capture them.

Recently the State Fisheries Department purchased a small private cannery with the idea of illustrating the adaptability of fish caught by the trawlers for canning purposes. Later on it is proposed to exploit the huge supplies of small fish previously mentioned.

Stock in New South Wales.

On comparison with the returns published for 1917 there has been a decrease of 10,521 horses, an increase of 66,679 in cattle, and a decrease of 77,457 in sheep.

The figures for 1918 are 608,564 horses, 2,852,336 cattle, and 37,377,923 sheep.

The decrease in horses is attributed to little breeding on account of low prices and small demand, also to the drought conditions experienced. The increasing popularity, however, of motor traffic, is regarded as a very strong factor in accounting for the decrease. Much of the traffic in what is known as the outback country, where horse-feed and water is often very scarce and expensive, is now carried on by means of motors.

The increase of cattle is due principally to the increase in the number of dairy cattle.

The decrease in sheep is attributable almost wholly to the drought, and in many districts the lambings have been very poor.

Export of Rabbits and Hares from New South Wales.

The export of rabbits and hares from the State of New South Wales is larger than from any other state in the Commonwealth.

The value of the exports for the last ten years is approximately £6,000,000.

In addition to the above a very large amount must be added for animals used for home consumption.

Notwithstanding the values mentioned, rabbits are admittedly a pest in the most severe form, as they consume large quantities of feed, and thus lessen the stock-carrying qualities of the lands in the state. Another large item of expense caused by them is the cost of extermination, and, in addition, the cost of wire netting fences which have been erected in many places.

PRICES FOR SIBERIAN RAW PRODUCTS.

Vladivostok, November 19, 1918.—Mr. L. D. Wilgress, Canadian Trade Commissioner at Vladivostok, Siberia, has forwarded a statement showing the prices in roubles paid last summer for Siberian raw products at the annual fairs held at Atbazar, Kuyandinskaya and Semipalatinsk on the Western Siberian steppe. These sales were held in June and July, 1918, and the prices given are those paid by the co-operative societies and other organizations for raw products in return for which they gave tea and manufactured goods supplied to them through the central supply committee. For purposes of comparison the prices ruling in 1914 for the same products at these fairs are also given. It may be stated that the prices realized at the fairs last summer for the products mentioned are from 150 to 250 per cent below the prices ruling for the same products at railway shipping point. Owing to the reorganization of the Siberian army prices are relatively higher for heavy skins, sheepskins and wool, while the prices for goatskins, calfskins and bristles represented local prices, since there is no export and stocks bought only by local dealers who are collecting large reserve stocks.

The table represents prices paid nearly a year ago. If these fairs are held at the same time this year they will begin in about a month. The statement of prices follows:—

Name of Goods—	Atabazar.		Kuyandinskaya.		Semipalatinsk.	
	1918.	1914.	1918.	1914.	1918.	1914.
	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.	Roubles.
Wool, unwashed	28 00	2 50	30 00	3 50	38 00	5 00*
“ young sheep	120 00	11 50	145 00	15 00	135 00	12 00*
“ camel	55 00	4 85	60 00	5 00	80 00	9 00*
Horse tails	125 00	10 00	115 00	15 00	125 00	40 00*
“ manes	40 00	5 00	60 00	7 00	85 00	8 00*
“ half manes	60 00	7 50	65 00	7 50	60 00	12 00*
Wool, merino . . . . .	....	....	....	....	180 00	22 00*
Bristles, sorted . . . . .	....	....	....	....	70 00	150 00*
“ mixed . . . . .	....	....	....	....	70 00†	26 00*
Cotton, Kashgar . . . . .	....	....	....	....	110 00	7 00*
Sheepskin, Kirghese	5 00	1 00	4 00	0 95	12 00	1 20†
“ Russian	6 00	1 25	7 00	1 50	12 00	1 50†
“ Tachta?	2 50	0 70	3 00	0 75	6 00	0 80†
Goatskins	6 00	1 00	7 00	1 25	8 00	1 20†
Lambskin	2 50	1 00	3 00	0 80	3 50	1 00†
Calfskins	3 00	1 00	3 50	1 50	4 00	1 00†
Foak skins	7 00	1 00	7 50	1 50	10 00	2 00†
Horse hides	8 00	5 00	10 00	6 00	20 00	6 00†
Cattle hides (dried)	12 00	6 00	18 00	6 00	35 00	5 00*
“ “ “	12 00	7 00	15 00	8 00	20 00	12 00†

* Pood of 36 pounds. † Each.

IMPORTATION OF OLEOMARGARINE INTO CANADA.

A memorandum of the Department of Customs (2309-B) has been issued as follows:—

Referring to Memorandum 2227-B, Section 6, it is required that a certificate in the following form shall accompany all importations of oleomargarine in which vegetable oils have been used:—

(Place)

(Date)

I an inspector of

(Name of Department.)

of do hereby certify that the following described shipment of oleomargarine, in which vegetable oils have been used, was manufactured in the establishment of

(Name of country.)

under proper sanitary conditions, that it does not contain any artificial colour or preservative other than salt, and that it is at this time sound, wholesome and fit for human food.

(Name and address of firm.)

Cases.....

Weight.....

Shipping marks.....

Brand.....

.....
(Signature of inspector.)

Oleomargarine manufactured from animal fat must be covered by the official export certificate of the country of manufacture, as formerly.

CHANGES IN BRITISH IMPORT RESTRICTIONS.

(The British Board of Trade Journal.)

The President of the Board of Trade, after duly considering the recommendations of the Consultative Council on Imports, has given directions in regard to the prohibition of imports, as follows:—

- (1) That no ration is to be granted for cotton hosiery other than in the piece, for which a ration of 50 per cent of 1916 imports is to be allowed.
- (2) That no restrictions are to be retained on cotton yarn and gray and bleached cloth, other than cotton duck, after April 30.
- (3) That dyed, coloured and printed cotton goods are to be admitted freely from all sources.
- (4) That the present authority to admit 290,000 gross of boxes of matches monthly from Scandinavia is to remain in force, and that an additional quantity not exceeding 90,000 gross of boxes monthly is to be allowed to be imported from Belgium.
- (5) That the importation of wild animals and live birds is to be allowed to continue.
- (6) That the importation of works of art should be allowed freely, but should be controlled by the issue of special licenses.

In accordance with the above, a general license has been issued for the importation of dyed, coloured and printed cotton goods, general licenses being already in existence in respect of wild animals and live birds. The general license for works of art has been withdrawn.

NOTE.—As all restrictions on imports of Canadian products into the United Kingdom were abolished on the 12th of March, the above is only of interest to Canadians as showing how their competitors in foreign countries are affected.

THE PROCEDURE TO BE FOLLOWED BY IMPORTERS INTO FRANCE.

Suggested Grouping of Canadian Manufacturers.

Mr. Philippe Roy, Canadian Commissioner-General in Paris, France, writes as follows in reference to importations into France:—

If we had an inquiry as to the duties on manufactured goods entering into France, it would be extremely difficult for us to say what the duty would be, as the duty depends on the classification in the French tariff, and usually it takes an expert douanier to get an absolute ruling upon it. It is also a dangerous proceeding for this office. If the customs authorities rule that the goods come under some other tariff than that declared, then the importer is open to a fine, which may be a very serious affair, and of course this reacts upon the Canadian exporter.

It is precisely for this reason that I have tried to encourage our Canadian exporters to group themselves together so as to arrange to have their own expert douanier here in Paris, to receive samples and get rulings on classifications under which they come from the customs authorities before our people quote on the goods they expect to export. Close attention to this detail would result in the introduction of many Canadian manufactures which otherwise would have no chance of entering the country; and this is a type of the French end of the organization of Canadian manufacturers which to my mind is very necessary.

A Canadian manufacturer wishing to sell certain lines of goods in France should endeavour to find out the market by feeling the public and should interview private firms and the Chambres Syndicales. The first shipment of any goods is appraisal by the chief customs authorities (*verificateur des douanes*) at any port of entry. The *verificateur des douanes* at le Havre is recognized as an expert, and the customs authorities not only take his appraisals as final, but very often refer matters to him for his ruling.

For instance: at ports other than le Havre, it would probably come about that the customs authorities will refer to the *Service des Douanes* in Paris for verification of the classification, as the *verificateur* at such port of entry may not be recognized as an expert. As the *verificateur* makes the first appraisal, if the goods are going to come in in regular shipments, this application for the right classification is necessarily very important.

The application for this classification must be made by the importer, and it is incumbent upon him absolutely to find out the duty and to state it to the authorities. It is the authorities who say "*Faites votre declaration*," so that the burden of proof is with the importer in France. A reasonable procedure would be for the intending exporter in Canada to consult a French consul in Canada and ask him to get the classification and the duty from the *Ministère des Douanes* in Paris.

Following is a form of "*Demande d'autorisation d'importation*" which always has to be filled in in the case of goods coming into the country. This is sent in quadruplicate to (at present M. Tauzin, 1 bis, rue Troyon, Paris) and, after he has consulted the competent authorities on the matter, he informs the *Ministère des Finances* who, in turn, instructs Mr. Tauzin to legalize the importation.

The following is Mr. Tauzin's full address:—

Service d'Importation et Exportation,
Inspecteur Principal des Douanes detache,
1 bis, rue Troyon,
Paris.

DEMANDE D'AUTORISATION D'IMPORTATION

(Loi du 6 Mai 1916—Décret du 20 Janvier 1919.)

M.
(Nom, prénoms, profession.)

demeurant.....
(Indiquer l'adresse complète.)

demande l'autorisation d'importer les marchandises suivantes :

Cette demande doit être présentée en quatre exemplaires et accompagnée d'une "copie" rose pour l'application de la loi du 3 avril 1918.

Nature des Marchandises.	Numéro du tarif douanier.	Quantités (Poids brut, poids net cube, nombre de pièces.)	Valeur.	Motifs de l'importation.
			Préciser si le prix indiqué est F.O. B. ou C.A.F.	

N.-B.—Compléter s'il y a lieu, au dos de la présente feuille, les indications de ce tableau.

Pays d'expédition Pays d'origine
(S'il est différent du pays d'expédition.)

Fabricant étranger.....
(Nom, prénoms et adresse complète.)

Expéditeur.....
(Nom, prénoms et adresse complète.)

Intermédiaire, s'il y a lieu
(Nom, prénoms et adresse complète.)

Nom du transitaire à l'arrivée.....

Point d'entrée en France (bureau de dédouanement:.....

Date probable d'arrivée :.....

Date, signature et cachet du demandeur:

Les autorisations d'importation sont rigoureusement personnelles et intransmissibles. (Décret du 19 mars 1918.)

Leur durée de validité est de six mois à compter de la date de leur délivrance.

Avis du Service intéressé à l'importation.

DÉCISION DE L'ADMINISTRATION DES FINANCES

(Direction Générale des Douanes.)

Avis du Comité Interministériel compétent pour examiner la demande de dérogation aux prohibitions d'entrée.

INSTRUCTIONS IMPORTANTES.

La présente demande doit être adressée :

Au Ministère du Ravitaillement, 119, Avenue des Champs-Élysées, à Paris, pour les produits alimentaires et les matières grasses ;

A l'Office National des Produits Chimiques et Pharmaceutiques, 4, rue St-Romain, à Paris VIIe, pour les produits chimiques et pharmaceutiques ;

Au Ministère de la Reconstitution Industrielle (Service des Dérogations aux Prohibitions d'Entrée), 59, rue Pierre-Charron, à Paris VIIIe, pour les autres marchandises.

THE METRIC SYSTEM.

Recommendations of the British Departmental Committee on the Engineering Trades after the War.

Our consuls abroad and others often mention in their criticism of our trade methods that our manufacturers' catalogues are made out in measures not understood by the customer. The measures given in catalogues are not necessarily those used in manufacture, and the latter can be translated like the descriptions into a form familiar to the customer. There is no demand from the side of the manufacturer for the abandonment of the inch measure and pound weight and the compulsory adoption of the metric system, although some already use the latter without difficulty for their own convenience. There are also two strong reasons among others against any change at the present time: first, that the expense of the change would be so great in replacement of measuring instruments, lathe screws, etc., that the trade could not bear it at a time when its recuperative powers will be so severely taxed, and second, that if the change is ever made it should only be after consultation and agreement for identical action with our dominions and the United States, and also, if possible, Russia.

DECIMALIZATION.

The foregoing remarks apply only to the inch measure and pound weight as basic measures and not to the divisions or multiples based on them. We think it desirable that the division of the inch into one-eighth, one thirty-second and one sixty-fourth should be abandoned altogether in favour of the division into hundredths, which is already used exclusively for high-class work; it would not be necessary to vary the higher measures as, with the occasional exception of the foot, they are not much used for precise measurements.

The hundredweight and ton should be replaced by the cental and short ton of 100 and 2,000 pounds, respectively, the latter in conformity with American practice. The change would simplify invoicing and freight charges, and would be less mystifying to the foreigner.

We would approve of a similar change in coinage if it were within our terms of reference and provided that the pound sterling were retained as the unit of value for all purposes. We do not consider the dollar a suitable unit. The absurdity of such a complication as 73 tons 13 hundredweights, 3 quarters 17 pounds at £11 17s. 6d. a ton is obvious, and great saving of time would result both in work and in education by the adoption of decimal notation in connection with our present bases of measures and coinage.

THE METRIC SYSTEM IN CENTRAL AND SOUTH AMERICA.

Not Adopted for Domestic Use.

(British Export Gazette.)

While we have always strongly urged the adoption of the metric system by British manufacturers in their quotations and catalogues for markets where that system is in vogue, it may come somewhat as a surprise to many firms to learn that the use of the metric system is not so overwhelmingly general in the world as some of its more violent advocates would have us believe. For instance, a recent investigation carried out in South and Central America and the West Indies has disclosed the fact that in only one (Uruguay) of the 20 countries investigated can the metric system be said to have been adopted for domestic use, although in 12 of them it is obligatory. In 10 of them, apart from the railways and other institutions under immediate Government control, the metric system has made very little impression.

In Cuba, Colombia, Porto Rico, Panama and the Republic of Honduras the English units are used far more than the metric, and not only has the English pound weight come largely into use, but the arroba and quintal have been adjusted in value to make them equal to 25 and 100 English pounds respectively. That certainly completely turns the tables on the metric system, and it is a point that should be well considered by English firms trading with the countries in question. Further, in substantially all the countries investigated, the English inch is used for mechanical purposes, and English nautical units are used for sea shipments. In machine shops both English and metric units are used, according to the country of origin of the machines under repair, but the inch is predominant.

Altogether, weights and measures in South and Central America seem to be in a state of chaos, but Mr. F. A. Halsey, an American engineer, who recently delivered an address on the subject before the American Society of Mechanical Engineers, is of opinion that what progress the metric system has made in recent years in these countries is due to German influence and for German purposes. Otherwise, while the system has been adopted officially chiefly for customs purposes and the railway traffic, the people have continued to use the old measures without molestation. In any case, manufacturers interested in these markets should be wary of rushing rashly into the metric camp in regard to any of them without having first ascertained which system is more generally in vogue.

As a commentary on these remarks, it may be stated that in the Republic of San Salvador, where the metric system of weights and measures was adopted by decree over 30 years ago, the old Spanish weights and measures still continue in general use. It is certainly a matter in regard to which no hard and fast rule can be laid down for the guidance of shippers in preparing their catalogues and price lists for these markets.

BRITISH GOVERNMENT RELEASES CONTROL OF PIG-IRON, STEEL AND TIN PLATES.

Mr. G. T. Milne, British Trade Commissioner in Montreal, received the following cablegram from the British Department of Overseas Trade:—

"All subsidies and control over prices and material with regard to orders for pig-iron, manufactured iron and steel and tin plates will be withdrawn April 30, subject to provisions of existing contracts and any export regulations. This means that manufacturers and merchants in the United Kingdom are free to make their own terms with regard to price and delivery from May 1.

ANIMALS COMING TO CANADA MUST NOT PASS THROUGH YORKSHIRE, ENGLAND.

Owing to the outbreak of foot and mouth disease in the county of Yorkshire, England, an order for the cancellation of all permits for the importation of cattle, sheep and other ruminants and swine into Canada from Great Britain was issued by the Department of Agriculture on January 11. On April 30 the Deputy Minister of Agriculture issued the following notice:—

"The issue of permits for the importation of cattle, sheep, other ruminants and swine from the United Kingdom has been resumed to-day, provided the animals do not come from or pass through the county of Yorkshire. Notification is being sent to steamship companies, live stock breeders, and others interested."

AUSTRALIA REQUIRES LARGE QUANTITIES OF DOORS, SASHES AND FLOORING FOR GREAT BUILDING PROGRAMME.

The following cablegram has been received from Mr. D. H. Ross, Canadian Trade Commissioner in Melbourne, Australia:—

"The Commonwealth Soldiers Homes Department just constituted is adopting an aggressive policy. The ultimate expenditure is estimated at above fifty million pounds sterling. They desire within a fortnight cabled quotations, c.i.f. Sydney and Melbourne for the following quantities of doors, sashes, flooring and linings delivered within twelve months. Sixty thousand four-panel standard doors 1½-inch thick. The ultimate quantity required will be about one-half million doors spread over about six years. One hundred and twenty thousand sashes will be required the first year, size 6 feet by 2 feet by 1½ inches. Seventy million superficial tongued and grooved flooring dressed one side, size 4 inches by 1 inch will be required first year. Similar quantities for the following four years, also similar quantity linings tongued, size 4 inches by one-half or three-quarters inch."

BRITISH CONTROL OF RATES OF INTEREST.

(Consul General George E. Anderson, Hong Kong, in the United States Commerce Reports,)

Some features of British war finance not generally known and the effect of governmental restrictions upon the British discount and international money market are outlined in the annual review of finance and trade which is a feature of the annual meeting of the Hong Kong and Shanghai Banking Corporation, held February 22 of this year. The review presented by the chairman said:—

The outstanding feature of the year in the London money market has been the low level at which money rates have been artificially maintained for the purposes of war. For the first time in banking history a discrimination has been made between foreign and domestic money. In order to prevent their withdrawal it was agreed with the Bank of England to allow 4½ per cent on foreign balances held in the country, and this rate has been maintained throughout the year. As regards domestic money, the Bank of England on January 2, 1918, reduced the rate of interest on banks' balances from 4 per cent to 3½ per cent, and on February 14 the rate was further reduced to 3 per cent. To eliminate competition with treasury bills, which were being offered at the reduced rate of 3½ per cent, it was arranged that banks generally should not offer more than 3 per cent for deposits of any kind, long or short. The peculiar circumstances of the eastern banks, with their large holdings of long-term deposits, was recognized by the concession that current deposits might be renewed at existing rates for periods of not less than one year. The result of these arrangements has been a saving to the Government of about 1¼ per cent on their borrowings from the market as compared with the previous year. Reverses and successes on the field of battle have had very little effect upon the rates for money and discount. Under the influence of Government control the London market has become a great automatic money machine in which the personal equation of the individual banker or financier counts for very little. It remains to be seen how far and how soon it may be possible, once these irksome restrictions are removed, to restore the old free conditions which prevailed before the war and made London the financial centre of the world.

The review considers further that there is no prospect of cheap money in Great Britain for some time to come although it expresses confidence that, when once the transitory stage from war to peace is passed, the future will hold even greater possibilities of trade than heretofore.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, dated May 8, 1919:—

Organization of Manufacturers in Trade Groups.

“Trade groups” of manufacturers for the purpose of securing foreign orders, which will then be redistributed among Canadian mills, are being urged on the various industries by the Canadian Trade Commission. Already a number have been formed with successful results. In the last five weeks alone ten groups have been organized. The idea underlying is not so much to take advantage of the actual orders which may come from European Governments under the credits established by the Canadian Government, as permanently to secure for the Dominion a footing in the foreign field. It is felt that manufacturers particularly must now shoulder a far larger share of the financial burden which the Dominion will have to bear owing to the enormous increase in the net debt during the four years of war.

The Canadian Trade Commission recognizes very clearly that the limit of agricultural exports from the Dominion has been nearly reached. It is hoped that the example in co-operation among industrial groups which brought such benefits to those able to handle war orders will be followed. In fact, the slogan of the Commission is: “Go back to peace work on a wartime scale.”

Already a considerable portion of the Roumanian credit is allotted. For the guidance of these trade group organizations in making their allotments of orders secured under the credits, the following seven conditions have been adopted by the Commission:—

1. Every manufacturer under certain conditions must have an opportunity of sharing in the business on the same terms. There shall be no discrimination in favour of or against a manufacturer because he is a member or a non-member of any organization.

2. Every manufacturer desiring to share in the business must at the present time be actually engaged in manufacturing or equipped to manufacture a similar class of goods as that for which an order is solicited.

3. If in the opinion of the executive of an export organization, promulgated through the president or vice-president, any manufacturer desiring to share in the business under allotment is not in a position to manufacture and produce a satisfactory article, the executive will be justified in refusing to recommend such manufacturer to share in the order.

4. If for any reason a manufacturer to whom an order has been allotted is unable or unwilling to complete same, he shall not be permitted to arrange for its manufacture elsewhere.

5. All allotments should, if possible, be unanimously agreed to, but if that cannot be done, the executive, through its president or vice-president, may make a ruling, and if such ruling is not acceptable to any parties concerned, there shall be the right of appeal to the Commission.

6. No allotments are to be considered as final until confirmed by the Commission, and orders forwarded in the usual manner.

7. In the case of firms not speedily conforming to the standard of products required, orders must be surrendered to the Commission for allotment to other firms able to accept.

Manufacturers desiring to extend their trade connections in Europe will find an opportunity to exhibit samples and to be represented at a Canadian exhibition which has been organized in Paris and has just been opened. Sir George Foster points out that any articles shown will appeal not simply to French people but to people representing the trade interests of nearly all the nations of the world. The cost is practically limited to rent and fitting in proportion to space occupied.

Canadian Produce Exportation to Northern European Neutrals.

An impasse which had been reached in the exportation of Canadian produce, particularly of wheat and grain, through United States ports to the northern European neutrals—that is, Norway, Sweden, Denmark and Holland—was satisfactorily overcome on Friday, May 1. The Trade Commission had placed the matter before the Canadian War Mission in Washington, by whom representations were made with the result that the United States authorities decided to grant permits for export to northern neutrals on submission of particulars of cases in which shipments cannot be made through Canadian ports. This arrangement, however, will only apply to shipments due to leave immediately, as the Transportation Department of the Grain Corporation at New York can give no assurance as to sailings a month in advance. The Trade Commission is taking up further the matter of “in transit” shipments.

It was reported that several shipments of wheat and flour had been held up by the order of the United States Food Administration cancelling the general operating certificates for consignments from Canada, without which the United States Railroad Administration could not accept for shipment. This meant that a sixty-day embargo had been placed on the export of Canadian produce, as there are no steamship lines running from the Dominion to any northern neutral port.

Some Proposals under British Imperial Preference.

Benefits to Canada under Imperial Preference proposals as made in the British House of Commons by the Chancellor of the Exchequer are emphasized in a special London cable received by the Trade Commission from the Canadian Mission. The cablegram points out the advantages of sending to Great Britain automobiles, musical instruments, sugar and dried fruits. These, together with cinematographic films, clocks and watches, are to receive a one-third preference. The present duty on films in Great Britain is 1d. for positives and 5d. for negatives.

Other articles specifically affected by the preferential treatment now proposed in the British fiscal policy are stated to be: Tea, a preference of 2d. per pound, equivalent to one-sixth value; cocoa and coffee, a preference of 7s. per cwt. (one-sixth); raw chicory, a preference equal to one-sixth; sugar, a preference of 4s. per cwt., nearly one-sixth; dried fruits, a preference of one-sixth; unmanufactured tobacco, a preference of 1s. 4d. per pound, between one-fifth and one-sixth value; and motor spirit, a preference of 1d. per gallon. A one-sixth preference is also given to certain classes of spirits. The proposal is that the preference should take effect from September 1 next, except in the case of tea and jewellery.

Withdrawal of Restrictions on Refrigerator Space on Ocean-going Vessels.

Far-reaching results towards the normalizing of trade in foodstuffs between Canada and Europe, particularly with Great Britain, are expected immediately to follow an important announcement made by the British Ministry of Food withdrawing from May 8 restrictions on refrigerator space on ocean-going vessels. The shipment of refrigerated foods has been under the direction of the British Shipping Controller, and free movement has not been permitted. The text of the cable sent by the Canadian Mission in London to the Canadian Trade Commission in Ottawa reads:—

“Refrigerator space Ministry of Food agrees that from May 1 entire space will be available for commercial interests from Atlantic ports with exception of one or two small shipments of frozen beef transportation of which very indefinite. Regular lines receiving instructions and particulars should be obtained from them.”

Possibilities for Canadian Fish in the French Market.

Information received by the Commission on the market for fish in France, in which it is hoped to secure an opening for Canadian products, gives the following indications: Canned and frozen salmon and dried cod, sale difficult; fillets of her-

ring in oil in cans, canned lobster and sardines in cottonseed oil, etc., in great demand; herrings in brine, very well liked; white salted cod in barrels, a general favourite, but canned crayfish, haddock and hake, black cod, pollock and alewives are almost unknown in France. A correspondent in Havre states: "The large Canadian and Norwegian herrings salted or in brine in barrels which England sent us during the war are not so well liked as the English varieties from the eastern coast." The same merchant recently received a consignment of filleted boneless haddock from New Brunswick, which he states was excellent.

IMPORTATION OF WINE INTO THE UNITED KINGDOM.

The British Board of Trade issued a notification on April 15 that the general license recently issued for the importation of wine (other than French, Italian and Portuguese wine) has been temporarily suspended.

FOOD PRODUCTS FOR FRANCE.

Mr. Philippe Roy, Canadian Commissioner General for Canada in Paris, France, writes as follows: I have occasionally informed some of our people writing to me on food products, dried vegetables, etc., to have them send samples of their goods to Mr. Vilgrain, Sous-Secretariat d'Etat du Ravitaillement, Ministere de l'Agriculture et du Ravitaillement, 121 av. des Champs-Elysees, so that Mr. Vilgrain, who is interested in importing certain articles of food into France to alleviate distress and bring down prices, may examine and analyze them. I have also asked our people to send me a copy of the correspondence, so that I might get in touch, not only with the procedure, but help them in case there is anything I could do.

COST OF DELIVERY TO THE FOREIGN IMPORTER.

As regards the cost of delivery to the foreign importer, the report of the Departmental Committee on the Engineering Trades after the war, says: One of the difficulties which the foreign purchaser finds in deciding on a purchase from the United Kingdom is that he seldom knows what the article he buys is going to cost him. The manufacturer in Great Britain almost invariably quotes f.o.b. port of departure, and the shipping companies, which claim to charge either by weight or measurement, charge a freight which the purchaser is not able to estimate accurately, whilst landing charges, dock dues and rail charges at the port of arrival have all to be taken into consideration. It is said that the German sellers quote prices delivered into the foreign purchaser's works, based on through rates given them by German railways and shipping companies. This, if it is in fact done, is a great convenience to the purchaser, and it should be both the duty and the interest of the seller to meet the purchaser's wishes under this head as far as possible by quoting a price, if not delivered into the purchaser's works, at any rate f.o.b. port of arrival. In times of fluctuating freights and insurance, the basis on which these two items have been calculated may be stated in the quotation. The payment of the import duty is almost invariably left to the purchaser, and it is perhaps, hardly reasonable to suppose that the manufacturer should have to advance this money. If a general system of extended credit were adopted, sales would be greatly facilitated if an inclusive price involving all charges were made to the customer.

NEW INCORPORATIONS.**Dominion.**

Terrebonne Electric Power and Steel Company, Limited. Incorporators: Sydney Wilkenson Waters, master printer; Cecil Vaughan Rogers, accountant; Joseph Thomas Murray, manager; Abraham Klein, merchant; and Kathlene Daley, stenographer—all of Montreal. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Head office, Terrebonne, Que.

The Office Furniture and Supplies Company, Limited. Incorporators: Herbert Watson Fleury, plough manufacturer; and Thomas Sisman, shoe manufacturer, both of Aurora; George William Fowler, barrister; and Ethyl Georgina Fowler, married woman, both of Sussex, N.B.; and Harry Knight Bowes, of Ottawa, manufacturer. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Brockville.

Anglo-Canadian Lumber Company, Limited. Incorporators: Joseph Max Bullen, Harold Learoyd Steele and Norman Stuart Robertson, barristers-at-law; Edna Harriet Carleton and Lena Duff, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto. (Private company.)

British American Mining Company, Limited. Incorporators: Richmond Wyllie Hart, solicitor; William Walter Perry, secretary; Charles Herbert Croft Leggett, Archibald Maclean Borthwick and Edna Fitzsimons, accountants—all of Toronto. Capital \$1,000,000, divided into 1,000,000 shares of \$1 each. Chief place of business, Toronto.

The Sudbury Improved Car Stake and Manufacturing Company, Limited. Incorporators: George Augustus Herron, inventor; William Harold McKeen, wine clerk; William Henry Dorsett, jeweller; Lloyd James McPherson, stenographer; and Robert Russell McKesock, barrister—all of Sudbury. Capital \$500,000, divided into 500,000 shares of \$1 each. Chief place of business, Sudbury, Ontario.

Piano Cases and Phonographs, Limited. Incorporators: William Thomas Henderson, K.C.; Albert Hawley Boddy, barrister-at-law; Ada Misener and Linda Knowles, stenographers; and Lena Hunter Bronson, accountant—all of Brantford. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Brantford.

Ontario.

Hamilton Gear Company, Limited. Incorporators: George Edgar McCann and Francis Arthur Hammond, solicitors; Arthur Francis Ball, office clerk; and Marion Louise Griffith and Dorothy May Culverwell, stenographers—all of Toronto. Capital \$300,000, divided into 3,000 shares of \$100 each. Head office, Toronto.

Clifton Porcupine Mines, Limited (no personal liability). Incorporators: James Cowan, barrister-at-law; Joseph James Harkin, accountant; and Hazel Grace Cunningham, Annie Edna Heron and Kathrine Leila Johnston, stenographers—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Automobile and Supply. Incorporators: Molyneux Lockhart Gordon and John Stuart Duggan, barristers-at-law; Thomas Stewart Hagan Giles, accountant; Olive Harland, switchboard operator; and Mary Harper MacGregor, stenographer—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

Wellington Produce Company, Limited. Incorporators: James Broadbent Taylor and George Evans Atwood, accountants; George Meredith Huycke, student-at-law; William Alfred James Case, solicitor; and Donald Black Sinclair, barrister-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Harriston, Ont.

Victory Silver Mining Company, Limited (no personal liability). Incorporators: Fred. Easton Hetherington, solicitor; Frederick John Hara, civil engineer; William Thorburn Sutherland, gentleman; George Ernest Montgomery, salesman; and Nettie Frances Boyle, stenographer—all of St. Catharines. Capital \$500,000, divided into 500,000 shares of \$1 each. Head office, St. Catharines.

Raymer Manufacturing Company, Limited. Incorporators: James Moffat Forgie, barrister-at-law; Willis Bertram Sturup, office manager; Thomas Stewart Hagan Giles, accountant; Olive Harland, switchboard operator; and Gertrude Fox, stenographer—all of Toronto. Capital \$150,000, divided into 30,000 shares of \$5 each. Head office, Toronto.

Nova Scotia.

Emerald Steamship Corporation, Limited. Incorporators: Ella M. Sanford, stenographer; Russell Y. Finley, accountant; and Frank B. A. Chipman, barrister—all of Halifax. Capital, \$250,000. Head office, Halifax.

Ruby Steamship Corporation, Limited. Incorporators: Ella M. Sanford, stenographer; Russell Finley, accountant; and Frank B. B. Chipman, barrister—all of Halifax. Capital, \$250,000. Head office, Halifax.

B. & K. Steamship Company, Limited. Incorporators: Thomas N. J. Meagher and T. R. Robertson, barristers, and others—all of Halifax. Capital, \$96,000. Head office, Halifax.

Canada Tool and Engine Company, Limited. Incorporators: Lawrence A. Lovett and Frank B. A. Chipman, barristers; and Russell Finley, accountant—all of Halifax. Capital, \$200,000. Head office, Halifax.

Bochners, Limited. Incorporators: George A. Bochner and Fred. A. Bochner, manufacturers, West La Have; and Alfred R. Cook, returned soldier, Pentz, Nova Scotia. Capital, \$200,000. Head office, La Have.

Fraser Floral Company, Limited. Incorporators: James M. Savison and Lionel A. Forsyth, barristers; and Margaret M. Murphy, stenographer—all of Halifax. Capital, \$75,000. Head office, Halifax.

Halifax Harbour Floating Crane, Limited. Incorporators: Francis D. Smith, solicitor; and Kathleen M. D. Wolfe and Emily N. Maxwell, stenographers—all of Halifax. Capital, \$175,000. Head office, Halifax.

Mason and Dean, Limited. Incorporators: C. W. Mason and W. F. Dean, traders; and W. F. Carroll, barrister—all of Sydney. Capital, \$100,000. Head office, Sydney.

Hawbolt Gas Engines, Limited. Incorporators: Wm. Lorimer Hall, barrister; and H. M. Sabeau and Anna L. Purcell, stenographers—all of Halifax. Capital, \$100,000. Head office, Halifax.

THE RECONSTRUCTION OF FRENCH INDUSTRY.

Demand for Locomotives and Structural Steel.

(Bulletin of the Federation of British Industries.)

Reconstruction of industry or "reconstitution," as the French prefer to term it, for the word implies the genesis of a new order of things rather than a resettlement of the old, is undoubtedly the most vital problem which faces France to-day. It is a question which presents enormous difficulties by reason of its various possible solutions.

In some quarters it is strongly felt that if France is to retain what monetary wealth remains to her, the production of the materials required must of necessity be undertaken within her own borders. On the other hand the impatient producer, whose works in the war-damaged area have been destroyed, maintains that the indus-

trial renaissance is of sufficient urgency to warrant unrestricted importation from foreign sources of all materials not immediately obtainable from the home manufacturer.

As a third illustration may be cited the case of the manufacturer whose business, so far from suffering injury has actually been expanded by the demands of the war added to the fact that the destruction of industry in the northeastern area has considerably contracted the productive resources of the country. From his point of view unrestricted importation is directly opposed to the interests of French industry.

Whatever may be the best policy for France as a whole, all authorities are agreed that the first undertaking in the redevelopment of industry in the devastated area must be the building and equipment of new railways. The embankments and cuttings of the old railways have not been greatly harmed. Steel rails are plentiful and there is no great shortage of sleepers or permanent way material.

It is however in the matter of structural steel-work for bridges that a want is felt and it is doubtful whether that want can be supplied by French steel works alone during the forthcoming summer.

FIUME, THE PORT OF THE EASTERN ADRIATIC.

Fiume is situated at the northern extremity of the Gulf of Quaterno, an inlet of the Adriatic, 70 miles by rail southeast of Trieste, and had in 1910 a population of 49,808, chiefly Italians, Illyrians and Croations. It was a town during the Byzantine Empire, in the ninth century was ruled by its own dukes, in 1471 came into possession of Austria, was declared a free port in 1723, and in 1776 was united to Croatia by the Empress Maria Theresa. In 1809 it was occupied by the French, but it was retaken by the British in 1813, and restored to Austria in the following year. It was ceded to Hungary in 1822, but after the revolution of 1848-49 was annexed to the Crown lands of Croatia, under the Government of which it remained till it came under Hungarian control in 1870.

Fiume after Trieste is the most important port of the Eastern Adriatic and its traffic showed considerable development in the last few years before the war, when the harbour and docks were enlarged and improved. The building of two large ship-building docks was begun and the Government bought land for a shipbuilding yard. For instance the tonnage discharged increased from 1,681,151 tons in 1900 to 2,564,665 tons in 1912. The trend of imports and exports during the last thirty years was as follows:—

Years.	Imports. (Thousands of Quintals).	Exports. (Thousands of Quintals).
1871-75..	936	717
1881-85..	1,534	5,871
1901..	3,970	7,940
1905..	6,110	7,853
1910..	6,956	8,289
1911..	7,751	8,538
1912..	8,792	10,921

The development of Fiume was in a large measure due to its railway connection with Hungary. Before the war the grain trade of the Hungarian provinces and the lumber trade of Slavonia and Bosnia gravitated toward Fiume. A network of railways also connected this port with all that hinterland line beyond Trieste. In fact Fiume constitutes the shortest communication between Italy and the Austro-Hungarian countries.

The illustration on the title page of this number of the *Weekly Bulletin* gives a general view of the city and gulf.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending April 25, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	3,642,766	821,490	752,689	664	120,873	5,338,482
Consolidated Elevator Co.	1,154,472	34,068	71,321	10,561	5,299	1,275,721
Empire Elevator Co.	1,140,795	149,706	98,731	39,058	1,695	1,429,965
Ogilvie Flour Mills Co.	9,339	58,649	245,566		229	1,252,783
Western Terminal Elevator Co.	1,425,387	43,199	36,148	47,352	3,131	1,555,217
G. T. Pacific.	4,631,922	512,079	230,391	73,828	15,298	5,463,518
Grain Growers' Grain Co.	852,528	458,007	437,705		27,765	1,776,005
Fort William Elevator Co.	822,766	295,821	133,530	25,880	3,138	1,281,135
Eastern Terminal Elevator Co.	791,933	53,707	95,104		10,554	951,298
Northwestern Elevator Co.	770,284					770,284
Port Arthur—						
Port Arthur Elevator Co.	4,846,526	746,221	1,069,731		58,233	6,720,705
Eastern-Richardson.	1,809,501	240,895	192,070	89,770	23,032	2,355,268
Canadian Government Elevator.	2,186,398	402,296	226,549	99,483	14,495	2,929,221
Can. Government, Acc't. Imp. Gov.				2,587		2,587
Thunder Bay.	749,589	257,006	163,021	32,870	3,753	1,206,239
Sask. Co-op., Elev. Co.	557,861	177,617	249,300		7,321	992,099
Davidson & Smith.	889,420	133,076	98,875	35,201	183,568	1,340,140
Total terminal elevators.	27,220,481	4,383,837	4,100,731	457,254	478,384	36,640,687
Saskatoon Can. Government Elevator.	373,865	941,091	119,413	1,522		1,435,891
Moosejaw Can. Government Elevator.	749,854	485,792	62,023	6,879	13,672	1,309,983
Calgary Can. Government Elevator.	590,624	597,532	127,053	995	18,798	1,327,073
Vancouver Can. Government Elevator.	183,941	106,297		220		290,458
Total interior terminal elevators.	1,898,284	2,130,712	308,489	9,616	20,561	4,373,405
Depot Harbour.	481,880					481,880
Midland—						
Aberdeen Elevator Co.	385,997					385,997
Midland Elevator Co.	845,210				106,373	951,585
Tiffin, G. T. P.	589,172					589,172
Port McNicoll.	1,330,198	1,045	106,974			1,438,217
Collingwood.						
Goderich—						
Elevator & Transit Co.	424,097					424,097
Western Canada Flour Mills Co., Ltd.	369,654					369,654
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.	1,413	12,232				13,645
Port Colborne Dom. Govt. Elevator.	1,298,747		14,273		58,860	1,371,880
" Maple Leaf Milling Co., Ltd.	1,028,912					1,028,912
Prescott.						
Montreal—						
Harbour Commissioners No. 1.	1,981,473	62,387	189,974			2,233,834
" No. 2.	88,330	435,414	402,161			925,905
Montreal Warehousing Co.	614,954					614,954
Quebec Harbour Commissioners.	918,377	142,298	1,894			1,062,569
West St. John, N.B.	280,037	11,644	83,839			375,520
Halifax, N.S.	30,147					30,147
Total public elevators.	10,668,598	665,020	799,115		165,233	12,297,966
Total quantity in store.	39,787,363	7,179,569	5,208,335	466,870	664,178	53,312,058

+ Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the Week ended April 25, 1919.

Grades.	Account Imperial Government.	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
		Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard.....		34,954	119,471		154,425
No. 1 Northern.....		7,125,972	1,334,393	5,181,892	13,642,257
No. 2 ".....		4,199,060	148,458	1,520,194	5,867,712
No. 3 ".....		4,933,996	62,877	964,334	5,961,207
No. 4 Wheat.....		4,589,779	8,583	916,589	5,515,051
No. 5 ".....		2,263,648	8,660	826,313	3,098,621
No. 6 ".....		3,001,948	8,134	328,125	3,338,207
Other.....		1,071,124	50,250	931,151	2,052,525
Australian.....			157,358		157,358
Totals.....		27,220,481	1,898,284	10,668,598	39,787,363
Oats—					
No. 1, C.W.....		1,707		1,903	3,610
No. 2, ".....		369,763	286,612	45,465	701,840
No. 3, ".....		653,438	299,490	39,813	992,741
Ex. No. 1 Feed.....		433,169	403,431	107,962	944,562
No. 1 Feed.....		523,840	432,496	122,995	1,079,331
No. 2 ".....		1,531,403	566,988	69,952	2,168,343
Other.....		870,517	141,695	276,930	1,289,142
Totals.....		4,383,837	2,130,712	665,020	7,179,569
Barley—					
No. 3, extra C.W.....		1,140			1,140
No. 3, C.W.....		1,547,951	91,571	210,110	1,849,632
No. 4 ".....		1,729,732	131,018	170,581	2,031,331
Feed.....		214,750	28,934	22,792	266,476
Rejected.....		280,460	25,757	274,229	580,446
Other.....		326,698	31,209	121,403	479,310
Totals.....		4,100,731	308,489	799,115	5,208,335
Flax—					
No. 1, Northwestern Canada.....	1,251	242,986	5,481		249,718
No. 2, C.W.....	938	137,907	2,287		141,132
No. 3, ".....	398	62,538	987		63,923
Rejected.....			58		58
Imperial Government.....			564		11,800
Other.....		11,236	239		239
Totals.....	2,587	454,667	9,616		466,870
Rye—					
No. 1, C.W.....		4,457			4,457
No. 2, ".....		319,279	15,855	108,871	444,005
Rejected.....		52,954	2,943	15,067	70,964
No Grade.....		18,327			18,327
Other.....		83,367	1,763	41,295	126,425
Totals.....		478,384	20,561	165,233	664,178
Corn.....			5,743		5,743
Total quantity in store.....		36,640,687	4,373,405	12,297,966	53,312,058

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on April 25, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>April 25, 1919—</i>			
Terminal elevators.....	27,220,481	9,420,206	36,640,687
Interior terminals Vancouver only.....	1,898,284	2,475,121	4,373,405
Public elevators in the East.....	10,668,598	1,629,368	12,297,966
Total.....	39,787,363	13,524,695	53,312,058
<i>April 26, 1918—</i>			
Terminal elevators.....	1,684,391	10,603,757	12,288,148
Interior terminals.....	1,322,375	4,785,848	6,108,223
Public elevators in the East.....	1,479,616	2,437,543	3,917,159
Total.....	4,486,382	17,827,148	22,313,530
<i>April 27, 1917—</i>			
Terminal elevators.....	23,271,879	12,344,486	35,616,365
Afloat terminals.....	89,245	101,331	190,576
Interior terminals.....	3,851,003	3,081,534	6,932,537
Public elevators in the East.....	1,358,927	2,223,165	3,582,092
Total.....	28,571,054	17,750,516	46,321,570
<i>April 28, 1916—</i>			
Terminal elevators.....	17,321,421	10,876,500	28,197,921
*Interior terminals.....	2,987,118	1,713,793	4,700,911
Public elevators in the East.....	3,619,564	3,310,006	6,929,570
Total.....	23,928,103	15,900,299	39,828,402
<i>April 29, 1915—</i>			
Terminal elevators.....	7,210,987	5,567,121	12,778,108
Interior terminals.....	466,387	443,057	909,444
Public elevators in the East.....	1,576,545	1,659,054	3,235,599
Total.....	9,253,919	7,669,232	16,923,151
<i>April 30, 1914—</i>			
Terminal elevators.....	14,353,050	12,530,944	26,883,994
Public elevators in the East.....	910,689	2,358,266	3,268,955
Total.....	15,263,739	14,889,210	30,152,949

*Less Moosejaw Interior Terminal not reported.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ended April 25, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....				—
C.P.R., West St. John, N.B.....	290,447			290,447
Government Elevator, Port Colborne, Ont				—
Aberdeen Elevator, Midland, Ont		85,074	5,891	90,965
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....				—
Montreal Warehousing Co., Montreal, Que.....	268,507	87,454		355,961
Quebec Harbour Commissioners, Quebec.....	454,444			454,444
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	220,709			220,709
Harbour Commissioners No. 2, Montreal, Que.	141,456	33,654	25,474	200,584
Halifax, N.S., C.G.R.....	60,380			60,380
Port McNicoll, C.P.R.....		39,264		39,264
Goderich Elevator and Transit Co.....				—
Midland Elevator Co., Midland, Ont.....		1,091,402		1,091,402
Canadian Nat. Ry. Elevator, St. John, N.B.....	58,014			58,014
Total.....	1,493,957	1,336,848	31,365	2,862,170

WHARF PILLAGING AT MELBOURNE.

*(Trade Commissioner A. W. Ferrin, Melbourne, Australia, in United States
Commerce Reports.)*

In a recent trial of a carrier charged with unlawful possession of goods believed to have been stolen from the Melbourne wharves, the presiding justice stated that it was evident there existed a widespread conspiracy to rob vessels coming into this port, and that he had been informed that only a small percentage of these robberies were discovered and that the value of goods thus stolen must amount to tens of thousands of pounds in the course of a year.

Numerous complaints have come to this office concerning pillaging of cases from America. Some of this pillaging is due to the lax methods of many American shippers in packing goods destined to this port. In this connection it will be well to quote from an article on the problem of pilfering in the Panama Canal zone, some statements which are equally applicable in respect to shipping to this port:—

It goes without saying that a well-packed, well-strapped case made of substantial lumber is less liable to pilfering than a poorly-packed, poorly-strapped case made of thin lumber..... In addition to being made of good lumber, the case should be snugly packed so as to permit no shifting of contents.....Partitions also make the case stronger and prevent the pilferer from getting access to the whole case. Wooden battens around all edges of the case not only strengthen the case but also add to the difficulties of the pilferer.....Good strapping is a cheap insurance against loss by pilfering. Breaking into a pilfer-proof case involves too much work for the great majority of pilferers.....Noise and damage betray the pilferer and are, in fact, a sort of burglar alarm.....Cotton piece-goods, yarns, and similar goods shipped in bales should be baled under great pressure.....Another precaution is to omit the name of the manufacturer or any words which give a clue to the contents of the case. It does not pay to advertise in this manner.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending May 2, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	3,184,163	772,648	731,986	218	83,509	4,872,524
Consolidated Elevator Co.	989,840	42,756	73,808	13,505	1,395	1,121,304
Empire Elevator Co.	848,554	179,504	115,311	35,989	1,580	1,180,938
Ogilvie Flour Mills Co.	913,271	61,990	250,371			1,225,632
Western Terminal Elevator Co.	1,255,917	54,512	33,457	44,924	3,131	1,391,941
G.T. Pacific	4,574,481	575,032	183,973	44,477	13,666	5,391,629
Grain Growers' Grain Co.	825,195	483,559	453,870		28,562	1,791,186
Fort William Elevator Co.	729,411	307,772	101,274	28,436	3,138	1,170,031
Eastern Terminal Elevator Co.	791,717	53,707	95,103		10,554	951,081
Northwestern Elevator Co.	640,113					640,113
Port Arthur—						
Port Arthur Elevator Co.	4,003,099	892,598	1,029,220		60,805	5,985,722
Sask. Co-operative Elevator Co.	1,317,171	271,141	219,446	94,061	15,935	1,917,754
Canadian Government Elevator.	1,733,425	385,756	242,230	72,888	14,495	2,448,794
Can. Govt., for Imperial Government.				474		474
Thunder Bay.	314,716	391,926	201,253	35,178	4,095	947,168
Davidson & Smith.	457,881	182,206	257,859		8,218	906,164
Eaton-Richardson.	946,387	144,792	108,955	31,308	184,344	1,415,786
Total Terminal Elevators.	23,525,341	4,799,899	4,098,116	401,458	433,427	33,258,241
Saskatoon Can. Govt. Elevator.	278,865	934,457	120,892	1,522	†4,501	1,340,237
Moosejaw Can. Govt. Elevator.	569,145	480,288	61,098	2,957	1,763	1,118,923
Calgary Can. Govt. Elevator.	527,964	542,340	91,762	1,077	{ †3,672 16,346 †2,071 }	1,181,760
Vancouver Can. Govt. Elevator		Not reported.				
Total Interior Terminal Elevators.	1,375,974	1,957,085	273,752	5,556	28,553	3,640,920
Depot Harbour.	641,264					641,264
Midland—						
Aberdeen Elevator Co.	333,216					333,216
Midland Elevator Co.	672,156				106,373	775,529
Tiffin, G.T.P.	713,060	37,537				750,597
Port McNicoll.	1,209,649	1,045	106,974			1,317,668
Collingwood.						
Goderich—						
Elevator & Transit Co.	220,410					220,410
West Canada Flour Mills Co., Ltd.	317,754					317,754
Kingston—						
Montreal Transportation Co.		Not reported.				
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator.	1,029,047				2,893	10,319,400
" Maple Leaf Milling Co., Ltd.	872,352					872,352
Prescott.						
Montreal—						
Harbour Commissioners No. 1.	1,672,447	60,687	255,813			1,988,947
" " No. 2.	497,970	424,192	419,355			1,341,517
Montreal Warehousing Co.	695,488					695,488
Quebec Harbour Commissioners.	446,545	120,001	1,226			567,772
West St. John, N.B.	356,130	11,644	51,594			419,368
Halifax, N.S.	30,147					30,147
Total Public Elevators.	9,707,635	655,106	834,962		109,266	11,306,969
Total quantity in store.	34,608,950	7,412,090	5,206,830	407,014	571,246	48,109,130

†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended May 2, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		22,127	100,416		122,543
No. 1 Northern		6,032,417	1,038,913	3,857,645	10,928,975
No. 2 "		3,704,549	120,992	1,171,681	4,997,222
No. 3 "		4,349,190	58,743	1,462,845	5,870,778
No. 4 Wheat		4,113,336	8,683	826,761	4,948,780
No. 5 "		2,006,448	7,105	700,690	2,714,243
No. 6 "		2,569,911	4,885	447,340	3,022,136
Other		727,363	36,237	1,240,673	2,004,273
Totals.....		23,525,341	1,375,974	9,707,635	34,608,950
Oats—					
No. 1 C. W.		1,707		1,903	3,610
No. 2 "		428,148	247,996	44,734	720,878
No. 3 "		720,399	278,074	39,813	1,038,286
Ex. No. 1 Feed		494,645	389,625	141,570	1,025,840
No. 1 Feed		605,205	388,908	147,179	1,141,292
No. 2 "		1,630,162	534,298	81,266	2,245,726
Other		919,633	118,184	198,641	1,236,458
Totals.....		4,799,899	1,957,085	655,106	7,412,090
Barley—					
No. 3 extra C. W.		1,140			1,140
No. 3 C. W.		1,475,823	62,913	251,940	1,790,676
No. 4 "		1,841,847	124,049	170,582	2,136,478
Feed		156,548	28,935	21,420	206,903
Rejected		275,309	26,437	273,035	574,781
Other		347,449	31,418	117,985	496,852
Totals.....		4,098,116	273,752	834,962	5,206,830
Flax—					
No. 1 Northwestern Canada	62	252,101	1,697		253,860
No. 2 C. W.	412	112,670	2,012		115,094
No. 3 "		30,443	987		31,430
Rejected			57		57
Imperial Govt.		5,770	564		6,334
Other			239		239
Totals.....	474	400,984	5,556		407,014
Rye—					
No. 1 C. W.		4,457			4,457
No. 2 "		322,483	15,120	52,904	390,507
Rejected		41,591	1,426	15,067	58,084
No Grade		7,848			7,848
Other		57,048	1,763	41,295	100,106
Totals.....		433,427	18,309	109,266	561,002
Corn			10,244		10,244
Total quantity in store.....		33,258,241	3,640,920	11,306,969	48,206,130

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on May 2, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>May 2, 1919.</i>			
Terminal Elevators.....	23,525,341	9,732,900	33,258,241
Interior Terminals.....	1,375,974	2,264,946	3,640,920
Public Elevators in the East.....	9,707,635	1,599,334	11,306,969
Total.....	34,608,950	13,597,180	48,206,130
<i>May 3, 1918.</i>			
Terminal Elevators.....	1,132,608	9,081,324	10,213,932
Interior Terminals.....	1,418,675	4,395,782	5,814,457
Public Elevators in the East.....	4,100,724	2,980,199	7,080,923
Total.....	6,652,007	16,457,305	23,109,312
<i>May 4, 1917.</i>			
Terminal Elevators.....	20,663,928	10,744,819	31,408,747
Interior Terminals.....	4,515,701	3,037,680	7,553,381
Public Elevators in the East.....	1,830,497	2,324,055	4,154,552
Total.....	27,010,126	16,106,554	43,116,680
<i>May 5, 1916.</i>			
Terminal Elevators.....	14,466,478	6,930,569	21,397,047
Interior Terminals.....	5,595,773	2,057,013	7,652,786
Public Elevators in the East.....	6,408,786	4,700,826	11,109,612
Total.....	26,471,037	13,688,408	40,159,445
<i>May 6, 1915.</i>			
Terminal Elevators.....	5,097,160	5,123,318	10,220,478
Interior Terminals.....	401,201	428,478	829,679
Public Elevators in the East.....	3,011,940	1,440,793	4,452,733
Total.....	8,510,301	6,992,589	15,502,890
<i>May 7, 1914.</i>			
Terminal Elevators.....	12,246,979	11,373,395	23,620,372
Public Elevators in the East.....	1,813,420	3,874,573	5,687,993
Total.....	14,060,399	15,247,966	29,308,365

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending May 2, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....	—	—	—	—
C.P.R., West St. John, N.B.....	304,216	—	—	304,216
Government Elevator, Port Colborne, Ont.....	—	—	—	—
Aberdeen Elevator, Midland, Ont.....	—	85,074	5,891	90,965
G.T.R., Depot Harbour, Ont.....	—	—	—	—
Collingwood, Ont., G.T.R.....	—	—	—	—
Montreal Warehousing Co., Montreal, Que.....	165,316	83,797	—	249,113
Quebec Harbour Commissioners, Quebec.....	214,334	—	—	214,334
Maple Leaf Milling Co., Port Colborne, Ont.....	—	—	—	—
Harbour Commissioners No. 1, Montreal, Que.....	3,123	—	—	3,128
Harbour Commissioners No. 2, Montreal, Que.....	75,666	33,654	14,896	124,216
Halifax, N.S., C.G.R.....	196,767	—	—	196,767
Port McNicoll, C.P.R.....	—	39,264	—	39,264
Göderich Elevator and Transit Co.....	—	—	—	—
Midland Elevator Co., Midland, Ont.....	—	1,091,402	—	1,091,402
St. John, N.B., Canadian Nat. Ry. Elevator.....	77,874	—	—	77,874
Total.....	1,037,301	1,333,191	20,787	2,391,279

THE EXPORTER'S DUTY TO HIS AGENTS ABROAD.

(The World's Markets.)

Scrupulous protection of an agent is not only necessary from an ethical point of view, but is also a good business policy. The export salesman who establishes such an agency assumes a moral responsibility to his customer and should therefore see that his house lives up to the understanding, even if no written agreement binds it. Complaints are too often made by Latin-American merchants that their agency privileges have been infringed, with resultant injury to the interests of both parties; indeed the present writer has heard South American merchants declare that they would never again take an American agency, owing to the constant failure to protect them against competition by dealers who had been put to no expense or trouble in the introduction of the goods. That an entire market may be lost by such methods has often been proven.

Some years ago a large firm of manufacturers induced one of the leading dealers in a Central American market to take its agency, and after a few years, when the personal efforts and expense of the dealer in question had established a considerable trade, the manufacturer, believing himself independent of further co-operation, decided to sell indiscriminately and without any protection for his former agent. He felt convinced that the other dealers would buy, even if he lost the agent's business, because his products had become so well known. He was mistaken; before a year had elapsed his sales in that market had fallen to practically nothing. The former agent had simply taken the agency of another house and, feeling in a combative mood, had put forth extra efforts in getting the new brand introduced, so that the demand for the other had almost disappeared.

The manufacturer, recognizing his error, endeavoured to induce his old agent to drop the new brand and reassume the agency, and even offered him any terms he might care to make; but, as was to be expected, without success. To-day the agency of that particular manufacturer is in the hands of a small dealer whose annual sales are but a fraction of the other merchant's purchases in a single shipment. Naturally, the salesman who was a party to this procedure, whether actually so or not, lost a considerable business by it.

Where agencies are made, therefore, the agreement should be lived up to in every instance, and it is for the salesman, in his own interest, to see that it is. If the agency is given to a prominent firm, which is willing to spend money in introducing the goods, such protection is absolutely necessary, if the market is to be retained after it is built up; since that class of merchant may take up a competing brand (as in the case cited) and the other brand practically driven from the market. Such a connection is a valuable friend but a most undesirable antagonist, and markets can be lost much more easily than they are won.

One feature of dealing with certain Latin-American merchants of the better class is, perhaps, not generally understood by manufacturers: this is the agent's refusal to accept a commission by way of protection on goods shipped into his territory, regardless of whether it is ten or twenty or more per cent. With such an agent it is not a question of money benefit, but of local prestige; he has the dignity of his own house to maintain. Certain manufacturers, it must also be mentioned, are apt to claim that it is difficult, if not impossible, to guard against shipping into a foreign agent's territory, through not knowing to what place the goods are destined. This is an excuse rather than an actual fact, since in all cases the destination of the shipment should be known. Salesmen, when at home, should carefully examine each order and its shipping marks to see whether or not his agent has to be protected, and, as a general rule, the small orders are the ones to be the most carefully watched.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), WINNIPEG, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1098. **Wooden doors and wooden window frames.**—A London company wishes to purchase immediately 10,000 each wooden doors and wooden window frames, assorted sizes, according to blue prints on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1099. **Canned salmon and fruit, boxed apples.**—An Edinburgh merchant would like to buy supplies of canned salmon, canned fruit and boxed apples.

1100. **Foodstuffs, agricultural implements, dairy equipment.**—A British firm having branches in Canada, South Africa and Denmark, wishes to get into communication with Canadian manufacturers of foodstuffs, agricultural implements and dairy equipment.

1101. **Automatic spring-making machines.**—A firm of manufacturers in Ireland who are going into the business of making upholstery springs would like to secure in Canada automatic spring-making machines.

1102. **Phonographs, etc.**—A Newfoundland agency desires communication with Canadian manufacturers of low-price phonographs, also a line of disc records for needle machines.

1103. A Belgian importer wishes to get in touch with important Canadian shippers of butter, cheese and eggs.

1104. **Canned goods.**—A firm of wholesale wine merchants in Belgium who have been established for one hundred years contemplate adding to their activities the sale of canned goods. They would like to get into communication with Canadian companies which supply canned lobsters, sardines, salmon, corned beef, tongue and jams. Best of references as to credit can be given both in Canada and in Belgium. The representative of the firm is now in Montreal and would be pleased to meet by appointment in Montreal the representatives of interested concerns.

1105. **Representation.**—A Belgium importer with wide connection among the best buyers wishes to establish connection with reliable firms who can export brushes, handles, woodenware, sponges, mats, chamois leather, dusters, ropes, house-cloths, soap, blacking, etc.

1106. **Cotton fishing nets and twine.**—A Tasmanian firm doing an extensive business in fishing nets and supplies is desirous of obtaining an initial shipment from Canadian makers of cotton fishing nets, for which a specification is available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1107. A firm in Surat, India, with a capital of about 1,000,000 rupees (one rupee equals about 32½ cents) wishes to secure regular supplies of kerosene oil in Canada.

1108. **Hardware.**—A firm in India with a capital of about 1,000,000 rupees (a rupee equals about 32½ cents) wishes to get in touch with Canadian manufacturers of hardware for export to India.

1109. **Food products.**—A merchant in Lyons wishes to represent Canadian manufacturers of food products, especially those having trade-marks.

1110. **Sheep.**—A business woman in France wishes to buy from Canada 200 sheep monthly.

1111. **Canned fruits and vegetables.**—A French business woman wishes to import supplies of Canadian canned fruits and vegetables and fresh apples.

1112. **Flax thread; linen.**—A commission merchant in Retournac (Haute-Loire), France, wishes to represent Canadian manufacturers of flax thread and white table linen. He says: "There is a big market assured, as Russia and Belgium, our ordinary suppliers, are not now in a position to furnish the goods required."

1113. **Commission merchant.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

1114. **Desiccated vegetables, etc., small patented machinery, tools and engineers' specialties.**—A London firm of general merchants and manufacturers' agents desire the agencies of specialties such as desiccated vegetables, and are also in a position to handle small patented machinery, tools and engineers' specialties. They state their ability to finance consignments to a substantial amount on a commission basis, the goods being left in the shippers' hands until disposed of. References.

1115. **Small wood turnings.**—A firm in London asks for the addresses of manufacturers of small wood turnings as used in the production of stoppers, i.e., plugs of various sizes and wooden shives. Samples, specifications and other particulars at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1116. **Specialties in manufactured goods.**—A firm in the south of England seeks the agencies of Canadian manufacturers of various specialties. Has had seventeen years' experience in the following lines: Manufactured tobacco specialties, druggists' and patent medicine specialties, perfume and toilet sundries, stationery, manufactured confectionery in all lines. References.

1117. **Helium gas.**—A London firm asks for names of Canadian manufacturers of helium gas able to produce for export.

1118. **Glassware.**—A London firm is in the market for glassware of every description, and would like to be placed in communication with Canadian manufacturers.

1119. **Washboards, clothes-pegs, woodenware.**—Inquiry is made by a London firm for names of Canadian manufacturers of washboards, clothes-pegs and other woodenware.

1120. **Hosiery.**—A London firm of manufacturers' agents is prepared to take up the representation of Canadian manufacturers of hosiery of every description.

1121. **Sausage casings.**—Inquiry is made by a London firm for names of Canadian producers and exporters of wide sheep (sausage) casings.

1122. **Channel iron.**—A manufacturing concern in St. John's, Newfoundland, asks for the name and address of a Canadian manufacturer of channel tire-iron in sizes 1 inch, 1½ inch, 1¾ inch, and 2 inches.

NEW STEAMSHIP LINE BETWEEN CANADA AND NEWFOUNDLAND.

The Department of Trade and Commerce has arranged with the Gulf of St. Lawrence Shipping and Trading Company, 147 Mountain Hill, Quebec, for the performance of a regular steamship service, sailing twice a month from Montreal to Quebec, Charlottetown, P.E.I., Sydney, C.B., and St. John's, Newfoundland. The steamer to be employed will be a vessel of from 1,500 to 2,500 gross tons, and the first sailing is expected to be made from Montreal about the end of May.

A certain proportion of space will be reserved for shipments from Prince Edward Island to Newfoundland.

A fortnightly service from Halifax to the West Coast of Newfoundland will also be performed this year by J. A. Farquhar and Company of Halifax with the steamer *Princess*, a vessel with accommodation for twelve passengers and 400 tons of freight, calling at Sydney, North Sydney, Marble Mountain, Baddeck, Ingonish, Neil's Harbour, White Point, St. Paul's Island, and at the following ports in Newfoundland: Channel, Codroy, Sandy Point, Bay of Islands, and Bonne Baie.

MONTREAL-ANTWERP STEAMSHIP SERVICE.

Messrs. Furness, Withy and Company, Limited, announce that they are inaugurating, jointly with the Canadian Pacific Ocean Services, sailings between Montreal and Antwerp, the first steamer of the Furness Line, ss. *Glenspear*, being scheduled to sail from Montreal to Antwerp about May 28.

STEAMER SERVICE FROM MONTREAL TO NEW ZEALAND AND AUSTRALIAN PORTS.

The Department of Trade and Commerce is informed by the New Zealand Shipping Company, 213 Board of Trade Building, Montreal, that their steamer *Yonne* is expected to sail from Montreal about June 1 for Auckland, Wellington, Lyttleton, Dunedin, Melbourne and Sydney, via the Panama canal.

The *Yonne* is a steel steamer with a dead weight capacity of 6,200 tons of cargo.

STEAMSHIP SERVICE BETWEEN CANADA AND ITALY.

Canadian manufacturers and exporters will be interested in learning that the ss. *Cairndhu*, of the Thomson Line, sailed from Genoa for Montreal on April 20.

It is possible that this boat will sail from Canada to England and thence to Genoa, though, should there be sufficient cargo offering to warrant loading for Italy at a Canadian port, arrangements might be made for future sailings direct to Italy from Canada.

PROPOSED SAILINGS FROM MONTREAL.

Subject to change without notice.

TO LIVERPOOL.

Melita, C.P.O.S. Line, about May 16; *Canada*, White-Star-Dominion Line, about May 17; *Scotian*, C.P.O.S. Line, about May 21; *Megantic*, White Star-Dominion Line, about May 21; *Scandinavian*, C.P.O.S. Line, about May 23; *Minnedosa*, C.P.O.S. Line, about May 24; *Grampian*, C.P.O.S. Line, about May 29.

TO LONDON.

Batsford, C.P.O.S. Line, about May 16; *Vindelia*, Cunard Line, about May 18; *Mendip Range*, Furness Line, about May 24; *Mattawa*, C.P.O.S. Line, about May 28; *Dunbridge*, C.P.O.S. Line, about May 29; *Hambleton Range*, Furness Line, about May 30; *War Peridot*, C.P.O.S. Line, about May 30.

TO ANTWERP.

War Beryl, C.P.O.S. Line, about May 14; *Glenspean*, Furness Line, about May 28.

TO GLASGOW.

Cassandra, Anchor-Don. Line, about May 20; *Montcalm*, C.P.O.S. Line, about May 26; *Saturnia*, Anchor-Don. Line, about May 27.

TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about May 12; *Monmouth*, C.P.O.S. Line, about May 20; *Sardinian*, C.P.O.S. Line, about May 27.

TO MANCHESTER.

Manchester Mariner, Manchester Liners, about May 31; *Manchester Corporation*, Manchester Liners, about June 7.

TO HULL.

Sidlaw Range, Furness Line, about May 22.

TO DUBLIN.

Carrigan Head, Head Line, about May 20.

TO BELFAST.

Melmore Head, Head Line, about May 25.

TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about May 15.

TO HAVRE (FRANCE).

Bilbster, Canadian-Trans-Atlantique Line, about May 25.

TO BUENOS AIRES AND MONTE VIDEO.

Clan Keith, Houston Lines, about May 15; **Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about May 15; a steamer, Houston Lines, about June 3.

*Sails to Buenos Aires only.

TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

A Steamer, Elder Dempster Line, about May 25.

TO AUSTRALASIAN PORTS.

Adelaide, Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Rona, New Zealand Shipping Co., about May 31; *Tonne*, New Zealand Shipping Co., about June 20.

TO BARBADOS AND TRINIDAD, B.W.I.

Canadian Warrior, Canadian Government Merchant Marine, Ltd., about May 15.

Proposed Sailing from Halifax.

HALIFAX TO SANTIAGO (CUBA) AND JAMAICA.

Key Vive, Pickford & Black, about May 20.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

R. A. Lewis, Acting Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Crane Gate, Dantzig. (See p. 924.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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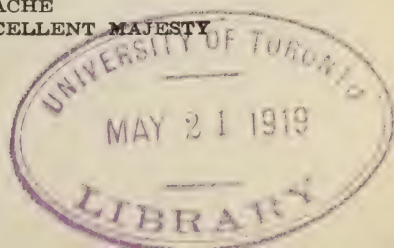


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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

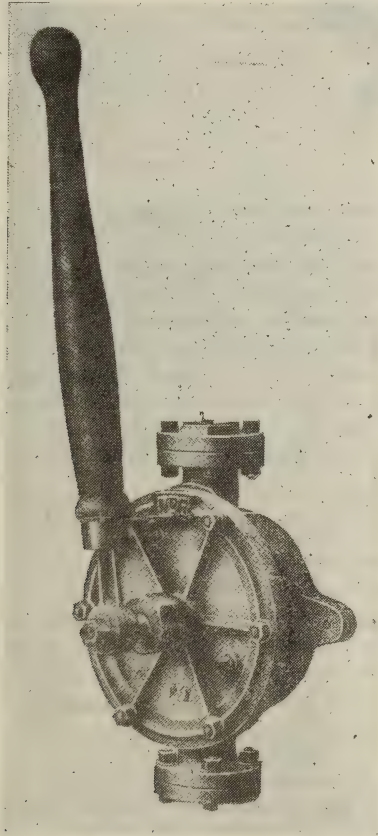
Monday, May 19, 1919.

No. 798

SEMI-ROTARY PUMPS WANTED IN GREAT BRITAIN.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Bristol, March 31, 1919.—A demand has been experienced for semi-rotary pumps as illustrated:—

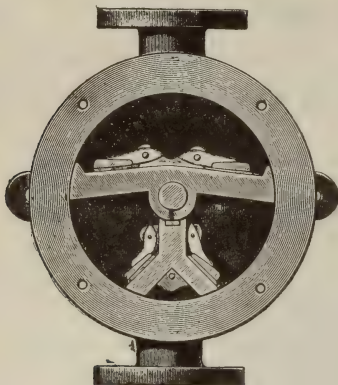


Semi-Rotary Pump.

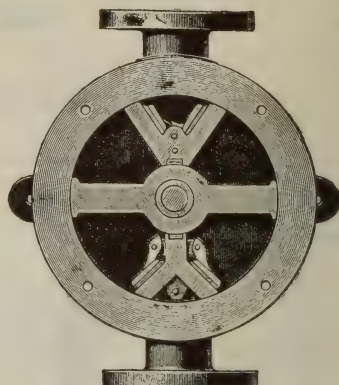
These pumps were imported from Germany previous to the war and then they were made in the United States and shipped to the United Kingdom where a good business was done until import restrictions put an end to the trade. Now, however, that the goods of the Dominion are permitted entry into this country a very good opportunity is given to Canadian manufacturers to capture the market. Even if a firm does not make such a pump it might be worth their while to do so as it lends itself very well to export on account of the small size and yet the large amount of workmanship which the pump requires enabling a good price to be obtained.

INTERIOR WORKINGS.

The following illustrations will indicate the interior workings of the double-action and quadruple-action semi-rotary pump:—



Double action.



Quadruple action.

STYLE IN DEMAND.

The style of pump which finds the greatest sale is the semi-rotary pump with a cast-iron body, cover and connection, and brass wing, valves, seatings and spindle bearings. The spindle is of steel, squared where handle is fitted on, allowing of its being secured in any position desired. They are also sold with the whole pump and working parts of brass. The spindle is, however, of steel and squared as above.

Where a pump is only in occasional use for water an all-brass pump is largely used. The iron and brass pump, however, finds the largest sale for other purposes.

It is necessary that great care and attention be bestowed upon the manufacture of these pumps if a good sale is to be realized. They should be tested and proved perfect as regards vacuum and against pressure before leaving the works.

SIZES, OUTPUT AND PRICES.

These pumps are suitable for a vertical suction of 25 feet and a vertical delivery of 100 feet. Where there is a greater suction than four feet a foot valve and strainer is used, and if water contains grit a foot valve and sand strainer is recommended for these pumps. A frost plug is fixed in connection with the pump so that in frosty weather the frost plug can be removed and the pump emptied of water by a few strokes of the handle.

DOUBLE-ACTION SEMI-ROTARY PUMPS.

Seven sizes of double-action semi-rotary pumps are sold, and the following table will show the diameters of the suction and delivery pipes, approximate output per hour, and the previous prices at which the pumps were sold:—

Double-action Semi-rotary Pumps.

Diameter of suction and delivery pipes..	3"	3"	1"	11"	11"	11"	11"
Approximate output per hour..	240	360	510	660	840	1,170	1,440 gal.
Iron pump, with brass valves and seatings—	30s. 3d.	32s. 3d.	35s. 6d.	41s. 3d.	48s. 2d.		
56s. 6d. 75s. each.							
Brass pump—	53s. 9d.	67s. 11d.	94s. 3d.	112s. 9d.	141s. each.		

The prices have since increased above those given in the table, but they will give an idea of the values of the various sizes. There was a trade discount of 20 per cent

off the above prices. Two other sizes also used to be sold before the war, each with a 2-inch diameter of suction and delivery pipes, but one with an approximate output per hour of 1,830 gallons and the other of 2,400 gallons.

The quadruple-action pump was made in the same sizes, e.g., $\frac{1}{2}$, $\frac{3}{4}$, 1, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2 and 2 inches, but the approximate outputs were 300, 480, 600, 900, 1,200, 1,380, 1,680, 2,150, 2,640 gallons.

PORTABLE DOUBLE-ACTING SEMI-ROTARY PUMPS.

Portable double-acting semi-rotary pumps are also sold mounted on portable frames. One type of frame is a portable wrought-iron tubular frame, while another is a wooden barrow with suction and delivery arranged for hose. The diameters of the bore of suction and delivery pipes and water capacity per hour respectively are 1, $1\frac{1}{4}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 2 and 2 inches, and 450, 570, 870, 960, 1,320, 1,560 and 2,310 inches.

EXTENT OF DEMAND.

In order to give an idea of the demand for these semi-rotary pumps one firm here who are very desirous of obtaining their supplies from Canada state that their requirements amount to between 2,000 and 3,000 pumps per annum.

If any Canadian firm is interested in supplying these pumps they are requested to communicate with this office when they will be put in touch with the above-mentioned firm.

BRITISH EXPORT PROHIBITIONS.

Mr. G. T. Milne, British Trade Commissioner, 367 Beaver Hall Square, Montreal, has received from the British Department of Overseas Trade a cablegram as follows:—

“Export prohibitions are now practically confined to certain foodstuffs and raw materials. Periodical lists of removals will be discontinued, but notice of important removals will be telegraphed as they occur.”

NOTES ON AGRICULTURE IN DOMINICA.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, April 26, 1919.—The report of the Agricultural Department of Dominica for the year 1917, issued last month, contains some interesting information in regard to the conditions of agriculture in the colony. On the whole, the results of the year were satisfactory. Weather conditions were normal and the crop was marketed without difficulty, both in the home ports, Canada and the United States. Up to the close of the year the general shortage of shipping did not affect deliveries to any extent, communication being fairly frequent.

The Lime Industry.

The progress made in the last twelve years in the staple industry has been very gratifying. In 1905 the total value of lime products exported amounted to £36,952 and now exceeds £200,000. The crop in 1917, calculated in barrels of the capacity of 4.55 cubic feet, rose to 396,209 barrels. This is the largest crop yet obtained, exceeding the previous largest by 5,000 barrels. Calculated in barrels of fruit, of the capacity given above, the crop of limes for the last five years may be seen in the following statement:—

	Barrels.
1913..	391,000
1914..	388,000
1915..	390,000
1916..	384,000
1917..	396,000

RAW AND CONCENTRATED JUICES.

The export of raw juice, which has been steadily increasing, has now reached a record figure. The increased demand is due to the requirements of the army in the United Kingdom. As regards concentrated juice, there is little to report except on details of manufacture, the report under notice remarking "that the production of clean juice of a moderate concentration is steadily increasing in quantity. It is to be hoped that soon nothing but juice of a high quality will be made, even on the smallest estates."

The following statement gives the quantity of raw and concentrated juice exported in the last five years:—

Year.	Raw Juice. Gallons.	Concentrated. Gallons.
1913..	336,728	158,974
1914..	379,875	148,179
1915..	777,064	153,292
1916..	574,109	152,603
1917..	778,133	149,775

FRESH LIMES AND OTHER LIME PRODUCTS.

Shipments of fresh and pickled limes, principally to the United States, have kept up fairly well considering war conditions and prices were satisfactory. The quantity shipped was roughly 41,000 barrels, the approximate annual average shipment in the last five years. Citrate of lime, most of which goes to the United Kingdom, fell off one-half as compared with the previous year, due principally to the demand for raw juice. Lime oils, the production of which forms an important part of the industry of the island, reached about the same figure in quantity as in recent years, but the high prices obtained gave a statistical value about double. The increase in the value of all lime products exported, as compared with the previous year, was £32,547.

The quantity and value of the export of these products are shown in the following table:—

Product—	Quantity.	Value.
Concentrated lime juice.. gal.	149,775	£58,366
Raw lime juice "	778,133	65,546
Raw juice cordial.. "	469	103
Green limes.. brl.	41,243	47,734
Pickled limes.. "	350	350
Citrate of lime.. cwt.	1,960	6,669
Essential oil of limes gal.	5,139	17,900
Otto of limes.. "	1,143	8,231
		£204,899

Cocoa and the Minor Industries.

Since 1902 there has been a gradual decline in cocoa cultivation. In that year about 600 tons were exported. In 1915 the return had fallen to less than 500 tons. Before the next crop a hurricane passed over the island causing considerable loss to trees, coupled with damage to wind breaks surrounding the cocoa plantations. In the following year, as a consequence, only a little over 200 tons were exported, and in the year under review it fell to the still lower figure of 158 tons. It is pointed out, however, that this latter figure may be considered as not correctly indicating the export, for the reason that a demand arising in one of the neighbouring colonies, a considerable quantity of cocoa was shipped without the usual requirements of the customs in respect of statistics. It is probable nevertheless that there was a substantial decline.

The minor products of the island, with some slight fluctuations, appear to be holding their own, of which the following table will show the quantity and value exported in 1917:—

Product—	Quantity.	Value.
Oranges.	533 bbl.	£ 407
Orange oil.	321 gal.	1,035
Bay Leaves	784 cwt.	732
Bay Oil.	120 gal.	508
Coffee.	10 cwt.	41
Cocoanuts.	133,234"	416
Hardwood.	51,204 feet.	397

Fertilizers Used in Dominica.

In the report under notice, the Superintendent of Agriculture calls attention to the difficulty experienced during the last few years in obtaining imported manures, and to this cause attributes the stationary position of the lime industry. In 1915, your commissioner made a report on the manures used in the various islands, which was published in the *Weekly Bulletin* of that year. Conditions as regards fertilizers being the same to-day, the report would bear repeating so far as Dominica is concerned, and might prove of interest to Canadian exporters of fertilizers. The remarks then made, ran as follows:—

“The requirements of Dominica in respect of manure are different from those of the sugar islands. The Department of Agriculture directs for lime, orange and cocoa trees, the importance of including potash in any special manures used. It is pointed out that nitrogen and phosphates from organic sources are superior to mineral forms for tropical orchard cultivation. The import now amounts to about £5,000 a year. The following analysis of manure suited for the orchards of Dominica may serve generally to indicate what is suited for the other fruit-growing islands:—

Name of Manure.	Nitrogen.	Composition:— Phosphoric Acid.	Potash.
"Swifts" New York Brand, 001.. . . .	6'6	11'4	—
" " " 108.. . . .	4'0	13'7	5
Poynters (Glasgow) meat bone meal.. . .	6'4	12'8	—
" " orange manure.. . . .	6'6	9'2	4'2
Sulphate of ammonia.. . . .	18	.....	—
Nitrolim.. . . .	18	.....	—
Basic slag.. . . .	.....	12	—
Ohlendorff's Peruvian Guano.. . . .	7'4	8'1	2
Nitrate of lime.. . . .	14	.....	—
Cotton seed meal.. . . .	4	1	1

EXCHANGE OF SHARES BETWEEN THREE STEAMSHIP LINES.

An agreement has been concluded between the Cunard Company and the holders of £150,000 (\$729,975) ordinary share capital in Messrs. Thomas & John Brocklebank (Ltd.), whereby the shares in question will be transferred to the Cunard Company in exchange for 150,000 ordinary shares of £1 each in the Cunard Company. The total issued ordinary share capital of Messrs. Thomas & John Brocklebank (Ltd.) is £250,000 (£1,216,625). The remaining £100,000 (\$486,650) of this capital is held by the Anchor Line (Henderson Bros.) (Ltd.), while all the ordinary shares in the Anchor Line are owned by the Cunard Company. This agreement therefore secures a complete community of interest between the three companies, and involves an increase in the issued ordinary share capital of the Cunard Company from £1,335,383 (\$6,498,641) to £1,486,383 (\$7,233,483), as against the total amount of £2,000,000 (\$9,733,000) already authorized by the shareholders. The directorate and management of the Brocklebank Line remain unchanged.

FISCAL AND TRADE NOTES FROM NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

The Question of Agencies.

Auckland, April 5, 1919.—The import business is rapidly assuming a new complexion. It has been impressed upon the commercial men of New Zealand that it would be very much to their advantage to interview personally Canadian firms with a view to establishing agencies.*

In response to this a number of gentlemen are leaving by vessels sailing from now until July, having in view the establishment of business relations.

It has been made clear to them that they must not seek to represent two firms manufacturing the same class of goods. One of the worst features of agencies in this country has been that importers secure a number of agencies from exporters of the same character of goods, and it is quite obvious that they cannot sell for them all. The result is that they sell for one firm but tie up all the rest, who are thereby precluded from doing business.

It is a good time to accentuate this point, that has been made many times, that the Canadian manufacturer or exporter, when he appoints a sole agent in New Zealand, should notify the Canadian Trade Commissioner at once, and if it appears that one importing firm represents half a dozen exporting firms, the matter may be susceptible of some adjustment, but until this office is in possession of that information, it cannot render any assistance in this particular regard.

It is also advantageous to discuss the question of agencies with the Canadian Trade Commissioner, who, before establishing agencies with firms or individuals who may not be in a position to achieve the best results.

The Dominion's Finances.

New Zealand's revenue for the eleven months ended February 28, 1919, shows a net increase of £550,756 over the revenue of the corresponding period of last year. The net increased expenditure during the eleven months, as compared with the previous eleven months, amounts to £3,245,099.

The Money Market.

The producing season is now well advanced, and a large part of the produce has been realized on by sale to the Imperial Government. Up to date £5,000,000 sterling has been paid out on this season's butter and cheese, £8,000,000 on wool, and a further large sum on meat. Payments by the Imperial Supplies Department on all classes of produce from 1st January to 22nd February total over £10,000,000 sterling. The bank returns for the December quarter showed an excess of deposits of nearly £2,000,000, and with this further heavy accretion of funds, besides the realization of other classes of produce, the banks are fully supplied with plenty of money, available for all ordinary requirements.

In many cases the Government has been acquiring properties for returned soldiers and paying off existing mortgages before maturity, and this has been done to an extent to cause some discomfort to building companies and others who lend largely on mortgage. The result of this is that these institutions find themselves with a surplus of funds on hand for which there is not sufficient outlet except tying it up for a long period in war loan.

Another loan is to be raised locally by the Government, but its flotation has been postponed, though it is understood some subscriptions are being accepted now, and there should be no difficulty in raising the money without any disturbance of the money market.

The Salt Trade.

In the latter half of 1917 the local price of salt rose rapidly from £6 10s. per ton to £16 10s. for fine, owing to a considerable shortage of supplies, and values remained nearly at this level up to the end of last year, and have only eased a little during the past two months. At present, values range from £11 for American up to about £15 for best English. The figures regarding importations are therefore of particular interest in this matter.

For the five years 1911 to 1915 imports ranged from 20,250 tons to 25,275 tons, averaging 22,162 tons, and for 1916 the figures jumped to 32,298 tons, but dropped again in 1917 to 16,101 tons, including rock salt, and 1918 figures show a sudden jump up to 42,509 tons, or nearly double the average of 1911 to 1915.

Following are the particulars for the past five years for ordinary salt only, compiled according to country of origin:—

From—	1918.	1917.	1916.	1915.	1914.
United Kingdom.. . . .	£ 54,496	£26,284	£26,780	£35,306	£38,839
Australia.. . . .	148,340	16,967	45,238	25,165	8,360
United States.. . . .	36,424	1,511	4,160	6,152	8,977
South Africa.. . . .	2,894	4,585	.....	.....	—
Canada.. . . .	.....	.....	.....	35	—
Europe.. . . .	.....	.....	.....	.....	4,609
Total.. . . .	£242,154	£49,347	£76,178	£66,658	£60,785
	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom.. . . .	11,811	8,928	11,136	11,151	12,854
Australia.. . . .	21,065	5,577	19,202	9,050	3,774
United States.. . . .	8,752	574	1,520	1,670	2,804
South Africa.. . . .	552	412	.....	.....	—
Canada.. . . .	.....	.....	.....	10	—
Europe.. . . .	.....	.....	.....	.....	1,705
Total.. . . .	£42,180	£15,491	£31,358	£21,881	£21,137

The above figures are for ordinary salt, and in addition to this are the following other importations:—

	1918.	1917.	1916.	1915.	1914.
Rock salt.. . . . tons.	329	610	440	564	1,060
" value.	£1,322	£1,301	£ 826	£1,604	£2,621
Salt, retail.. . . . pkgs.	8,664	3,075	4,919	5,252	3,014

These values are the f.o.b. value at time and port of shipment plus 10 per cent, but this 10 per cent would not cover the cost of freight and insurance at present rates, so the above cannot be taken as representing landed values. According to these figures, the average value per ton f.o.b. at port of shipment compares as follows:—

	£	s.	d.
1918.. . . .	5	4	6
1917.. . . .	2	18	0
1916.. . . .	2	3	9
1915.. . . .	2	15	6
1914.. . . .	2	12	3

The average f.o.b. values for the different countries for 1918 are: United Kingdom, £4 8s. 9d.; Australia, £6 8s.; United States £3 15s. 9.; and South Africa, £4 15s. 6d.

TRADE ALL READY FOR CANADA.

Efforts have been made to open up trade with Canada, but the war has brought these efforts to nothing. It is hoped that, now the war is over, salt exporters will communicate with this office if they are prepared to export, and names of buyers will be given promptly.

PROSPECTS GOOD FOR CANADIAN APPLES IN THE UNITED KINGDOM.

CABLEGRAM FROM TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, May 8, 1919.—Inquiries have been received from Canada as to the possibility of a renewal of the embargo on Canadian apples. All restrictions on Canadian products have been removed and I am confident there is no possibility of a resumption of the embargo on Canadian apples. However, home growers of apples are pressing for protection and there is a bare possibility that American apples may be restricted. The Ministry announces no present intention of controlling prices though reserving the right if prices soar. The price prospects are excellent. Importers will buy largely. Shippers' policy to consign mainly.

FRUIT PRICES IN THE UNITED KINGDOM.

The British Food Controller does not at present contemplate controlling the prices of fruit during the coming season, but this view will be, of course, subject to revision, says the *Board of Trade Journal*. Maximum prices for jam will, however, be retained, and it is hoped that it will be possible, if the season is favourable, to effect some reduction in the maximum prices now in force. In these circumstances, the Food Controller desires to repeat his warning against speculative transactions in fruit.

THE PROSPECTS FOR CANADIAN FISH IMPORTATIONS INTO NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, New Zealand, March 19, 1919.—The normal requirements of this Dominion—which include re-exportation to the islands under New Zealand jurisdiction—for the first 9 months of 1918 were valued at £110,600. Of this Canada supplied £80,901. Canned salmon supplies the bulk of the imports with a small quantity of salted, which comes in kegs for the lenten season only. Very little dry salted or pickled salmon is used in New Zealand.

There is no smoked salmon imported. Neither is it required, as the local fisheries supply large quantities of smoked schnapper at cheaper rates than would obtain for the imported article. I cannot find any smoked fish other than New Zealand at present on this market.

The demand for imported fish is not confined to salmon. Before the war England supplied real herring in tomato sauce in 1 pound tins:—

3s. 9d. per dozen less 5 per cent.

Kipperred herrings, 3s. 10½d. per dozen less 5 per cent.

Fresh herrings in 1 pound tins, 2s. 9d. per dozen, less 5 per cent.

Salted herrings in kegs. A few are imported for the lenten season only.

Codfish "Ling" for same purpose. F.o.b. cases included.

A quotation which arrived here recently for 2,000 cases of New Brunswick sardines, "Pioneer" brand, ¼ key cotton seed oil, \$8 per case of 100 tins f.o.b.; "Pilot" brand, ¼ cotton seed oil sardines, 6 fish and upward to the can, \$8.50 per case of 100 tons was high.

The question is, can Canadian shippers compete generally with the British prices, as there will be keen British competition owing to cheaper labour and cost of tins?

Pilchards from Vancouver are occasionally on the New Zealand market in 1 pound tins, but the price is high. To retail at 1s. a tin would mean large sales, as the fish

are liked and the quality excellent. The San Francisco pack is poor in quality and soft. If the herring is the same fish as the British fish, it would sell, assuming the price to be at a parity with the British.

Codfish should sell at a fair price.

Haddock are known here as “chicken haddie,” and they would find the right market at a good competitive price. The same applies to hake.

The true sardines from Portugal, France and Norway sold in this market are of first quality, and come in olive oil. Those which come in cotton seed oil are second quality and are specially sold as such. Packed in mustard not known here, but some come packed in tomatoes.

There should be a market in New Zealand for canned small herrings (the so-called sardines), but it depends upon the quality and price. It is quite necessary to sell this fish at 1s. a tin to ensure a large quantity being used, and one has to reckon shipping expenses, exchange, conversion dollars to sterling, profit to importing merchant and to retail grocer. The question of price enters very closely into this matter. I have seen sardines from New Brunswick described as small herring, which sell as soon as the samples are offered. These it is understood are packed in pure olive oil. A consignment arriving this week was bought out by the first house to whom the importer offered it.

It must be borne in mind that the word “sardine” with reference to Canadian fish must not be on the tin; that would be an infraction of the Pure Foods Act, and necessitate the relabelling of any consignment. The name sardine is allowed only for the real sardines. Canadian importations must be called “small herring” or some similar name to pass the Customs.

No doubt the demand for cod, haddock, pilchards, herring, and sardines can be created. It is all a question of prices and quality. Quality is the first essential and then price. This question can only be settled by the production of samples. If a few assorted cases were sent, so that they might be exhibited in Auckland, Wellington, Christchurch and Dunedin, the four main cities of distribution—say four cases of each kind of fish for the wholesale buyers to see, open, and test—then, if satisfactory, orders would assuredly follow. As these samples would be paid for by the importing house, there seems no reason why they should not be sent. The duty is 2d. per pound, including any liquor or sauce, and 1d. preferential against foreign products, except in the case of true sardines, on which there is no preferential duty.

THE FISH IMPORT TRADE OF TRINIDAD.

COMMERCIAL AGENT EDGAR TRIPP.

Port-of-Spain, Trinidad, February 15, 1919.—The fish trade of Trinidad is an important one. Unfortunately, owing to the war, there has been no published official abstract of statistics of imports since 1915, but in that year, which was a fairly representative one, the total value received from Canada was £78,714, for a quantity of 5,598,702 pounds. The total for the colony was 6,240,407 pounds, value £91,919. The substantial balance in favour of Canada, or British North America, is principally due to the popularity of the salted cod which forms the staple food of a considerable portion of the poorer classes, and is also a favourite dish in most creole houses not immediately European. The preferential tariff has also much influence in the direction of this trade. The present rates are:—

	General.	Tariff.	Preferential.
For pickled salmon	2s. 0d. per 100 pounds.		1s. 7d.
Pickled, smoked or dried, not canned . .	1s. 0d. “		0s. 9½d.
Canned	4s. 2d. “		3s. 4d.

A certain quantity is re-exported to the other West Indies and to Venezuela, and this branch of trade is likely to expand.

All fish is landed at Port-of-Spain, which is the distributing port.

	Pounds.
Of canned fish there was imported in 1915.	315,424
Smoked, dried and salted.	5,799,084
Pickled.	109,608
Cold storage.	16,291

The demand for canned fish is not confined to salmon. There is a good market also for herrings, kippered and in tomato sauce; lobsters, bloaters and sardines.

Pilchards have been tried here, but so far without much success. Herrings are at present mostly supplied from New York, but were formerly received for the most part from Scandinavian countries via England. The demand for canned cod is very small. Haddock is always saleable, particularly when received fresh, and in cold storage. Hake is not cared for in the can, but a certain trade is done in this in casks of 450 pounds.

The finer grades of sardine sell fairly well to the better classes, but a much larger trade is done in the coarser kinds packed in cotton-seed oil, etc., among the working people.

On the whole Canada has been very successful in securing the lion's share of this trade in the West Indies. Canadian packers thoroughly understand the business. They have laid themselves out to meet the requirements of their customers, and have succeeded in doing so, and I do not hear of any suggestions as to means by which the product could be rendered more desirable.

THE NEW POLICY IN BRITISH SHIPBUILDING.

The *Daily Mail*, London, comments upon the replacement of lost tonnage, in part, as follows: Great changes are taking place in transatlantic travel. No new leviathans of the type of the torpedoed White Star liner *Britannic*, of 48,000 tons gross register, and the Cunard liner *Lusitania*, of 32,000 tons, are being built. The White Star had under construction the *Homeric* when the war broke out, but apart from this single exception the building of great liners is not in contemplation by any British company. A standard vessel of the *Franconia* type has been adopted by the Cunard, carrying both passengers and cargo and probably oil driven. This kind of vessel will be put in the Liverpool-New York service when the *Aquitania* and *Mauretania* have been transferred to the Southampton-New York service. The next additions to the White Star fleet will be five vessels ranging from 10,000 to 24,000 tons each. Luxury travel is not to be the first consideration.

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN, CAPE TOWN.

The following is the fourth of the series of reports from Mr. Egan on Canadian and United States imports into South Africa:—

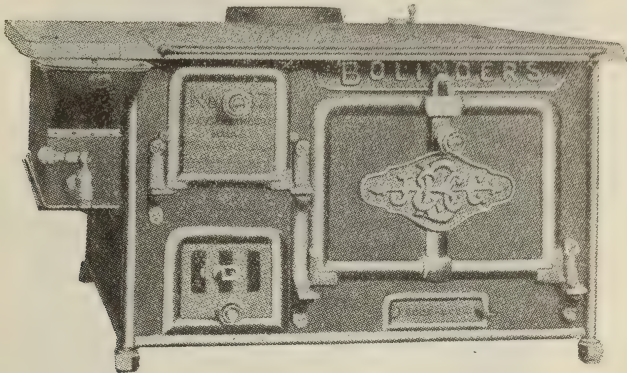
Stoves.

Ocean freight restrictions prevented Canada making a good showing under this head last year, as several good orders were placed for which shipment could not be arranged. Arrangements for representation which are now under way should bring good results for Canada in this line. There were no sample stoves or indents shipped from Canada last year, and only a sample lot in the year 1917, which was valued at £18. The United States share of the trade dropped from £14,395 in the year 1917 to £13,618 last year. There is some import of kitchen ranges from the United States

for the Johannesburg district, but most of the American entry is on coal and oil stoves, for which there is a big trade in South Africa.

Illustrations are herewith reproduced from *Bulletins* 618 (November 29, 1915), and 633 (March 13, 1916), showing the best selling stoves in all grades.

STEEL STOVES (A).



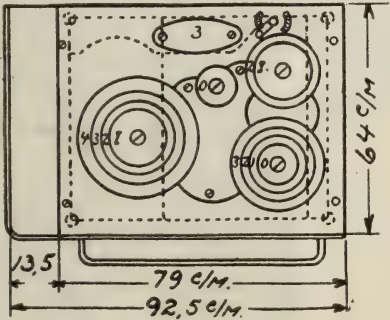
(Burns wood, peat or coal.)

Measurements—	Width. Inches.	Depth. Inches.	Height. Inches.	Gross.	
				Weight. Pounds.	Cubic. Feet.
Stove..	31½	25½	20	450	15·5
Oven..	15½	22½	10½		
Top-plate.. . . .	36½	25½	....		

This stove may also be fitted with a powerful “pressure boiler.”

HOLE ARRANGEMENT IN TOP PLATE OF (A).

This stove has all those parts subject to breakage made on plate and rolled from the best steel.



CM. (centimetre) = :3937"

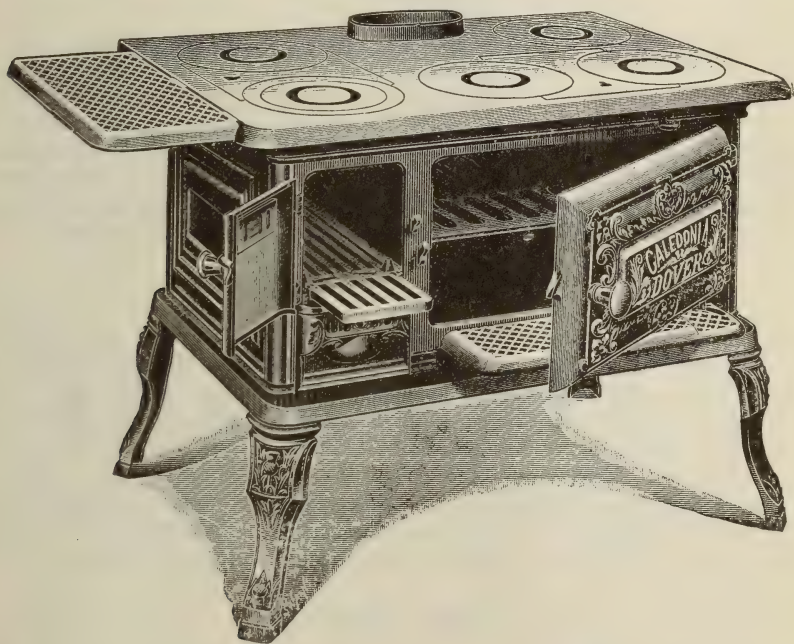
OBSERVATIONS.

The illustrations above reproduced in addition to indicating the style of stoves in demand serve to show plate and top arrangements. It is also to be noted that every stove finding a ready sale in South Africa is provided with a copper hot-water boiler attachment. In both cast-iron and steel 75 per cent of the sales are on stoves without legs. They are more often fitted on masonry work in the fireplace as illustrated in Cut No. B. It should be further noted that these stoves may burn wood, peat or coal. It is stated that the cast-iron stove has a much larger sale than the steel stove, the best sellers of each kind were formerly imported from the Bolinder Company of Stockholm, Sweden. The advantage of a Canadian steel stove built similarly to the above will be more apparent for up-country trade where its lighter weight will have an advantage as regards freight rates. The population of Johannesburg and district have also had more experience with this kind. Users of the cast-iron stove, however, claim that owing to its weight it is more durable and once heated is easier kept hot than the steel.

CHEAP MAKE OF STOVE.

The cheap grade of stove is the cast-iron made on American patterns and supplied to the South African market by Scottish manufacturers. As the trade in this line seems to be more firmly established, a more favourable opportunity offers itself to Canadian exporters, manufacturing the medium-priced and better goods.

The stove shown below has for years been one of the best-selling cheap stoves in South Africa. This stove will burn either coal or wood and is fitted with firebrick



lining and as shown it has dropped down from bars. It is fitted with an invention for easy cleaning out of soot in front, sheet steel ash pan with cast-iron front and draught slide, extension hob which can be placed at either end of stove, ornamental fret under oven lifting automatically to the level of oven bottom when oven door is

opened and "air-cooled" door knobs. Poker, rake and lifter are sold with each stove. This stove is also sold with portable copper side boiler and end plate with draught slide.

Sizes are given below.

Another stove which competes with the above has not quite the same number of features, such as the pan-holding fret. It is a plain stove, but was sold in the same numbers and sizes as the stove shown in the illustration:—

	Sizes of Hot Plate.			Sizes of Oven.		
	Width. Inches.	Depth. Inches.	Height. Inches.	Width. Inches.	Depth. Inches.	Height. Inches.
No. 6.. . . .	28	17½	24	13	12	8
No. 7.. . . .	30	19½	24½	15	14	8½
No. 8.. . . .	32	21½	25	17	16	9

The prices for this latter stove were: No. 6, 19s.; No. 7, 24s. 6d.; No. 8, 28s. 6d. The same stove made in a lighter weight was sold at 17s. 6d., 21s., and 24s. 1d.

Sewing Machines.

The sample order shipments of hand sewing machines made from Canada in the years 1915 and 1916 have been beaten in price by American manufacturers, and as a result no further business has been secured. The shipments from the United States decreased in quantity and value from 1917, when 5,620 machines were shipped, to 3,415 machines for 1918, valued at £5,471. Full details as to this trade and the kind of sewing machines which are marketed by wholesale jobbers will be found in *Weekly Bulletin* 742 (April 15, 1918, p. 591).

THE MARKET FOR LINSEED OIL IN NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, April 16, 1919.—Great Britain in pre-war times commanded this market with linseed oil selling as low as 1s. 10d. to 2s. per gallon, and is even now doing so at 4s. 16d. to 5s. She can use all the cake she makes, which gives her a chance against warmer climates where cake is not required, as in New Zealand.

AUSTRALIAN-MADE OIL.

Australian-made oil ruled this market during the war, when we could not get linseed oil elsewhere, but there came a time when seed from India could not be got for the Australian mills, and export was prohibited, then for a short time oil rose to 12s. per gallon, c.i.f., and soon dropped back to 9s., while to-day nominally it is 6s. to 7s. 6d., c.i.f., but with no buyers as they are fully stocked, and they all believe that the market will fall considerably and hence there is no business doing. While it is expected that oil will not fall back to pre-war prices, it is believed when the soldiers return and building operations are resumed after suspension during the war, that the demand will come on again, and prices will then steady, and sales take place.

PACKAGES AND DUTY.

India is now sending New Zealand oil in tins, cased, while the market prefers 5-gallon drums, which Great Britain easily supplies, giving her another grip on this market, though a lot comes in barrels. The duty is 6d. per gallon preferential, against foreign countries. Indian and Australian oil of course pays the six pence, the same as Great Britain and Canada.

LOCAL PLANTS.

There are one or two local plants, but they cannot get local seed, and as they have a difficulty in selling the cake in this mild climate (especially in the north), it does not pay them to make the oil here, hence all oil is imported.

The British charge 5s. each for 5-gallon drums, barrel 10s. 6d.; cases of 2 to 4-gallon tins are free. It is understood that India has promised to supply in 5-gallon drums.

WOODEN LABELS AND SUPPORT STICKS FOR FLORISTS IMPORTED
INTO CANADA.

We have recently published reports from the Canadian Trade Commissioners in the United Kingdom to the effect that there is a great demand for woodenware in the United Kingdom and great opportunities for Canadian manufacturers of wooden articles to secure trade in that market. In connection with this we have received a letter from a well known Canadian scientific man in which he points out that wooden labels for plants used by florists and sticks for the support of rose bushes are imported into Canada from the United Kingdom. He wonders that these articles are not made in Canada.

PRESENT FUR PRICES IN SIBERIA.

TRADE COMMISSIONER L. D. WILGBESS.

Vladivostok, Siberia, April 7, 1919.—The outstanding features of the fur market in Siberia at the present time are the scarcity of the better grades of furs and the high prices which are being paid for skins. The killing and trapping of fur-bearing animals has diminished considerably since the outbreak of the war, owing to the shortage of powder and shot and the withdrawal of hunters for military and other occupations.

The prices of leading varieties of skins on the spot are given below. These prices are supplied by a leading firm dealing in furs, and afford a very good indication of present market conditions in regard to the trade in Siberian furs:—

PRICES AT END OF MARCH, 1919.

Variety—		Price per Skin. Roubles.	Quantity Available.
Sable (West Siberia)	350 00 to	800 00	Very few.
" (Yakutsk)	400 00 to	800 00	"
" (Kamchatka)	500 00 to	1,200 00	"
Ermine (Ishim)		24 00	100,000
" (West Siberia)		18 00	skins
" (Yeneisei)		13 00	altogether.
	Quality.		
Fox, red (Semirechensk)	1st.	140 00	Very few.
" " " " " " " "	2nd.	90 00	"
" " (West Siberia)	1st.	180 00	Very few.
" " " " " " " "	2nd.	90 00	"
" white—With tails	1st.	360 00	Very few.
" " Without tails	2nd.	280 00	"
Marmot (Mongolia)	1st.	7 60	Very few.
Squirrel (Ob)	1st.	4 50	
" " " " " " " "	2nd.	2 50	
" (Yeneisei)	1st.	6 80	2,000,000
" " " " " " " "	2nd.	4 20	skins.
" (Tobolsk)	1st.	3 80	altogether.
" " " " " " " "	2nd.	2 80	
" (Minusinsk)	1st.	4 00	
" " " " " " " "	2nd.	3 20	

THE INDUSTRIAL SITUATION AT THE PORT OF BUENOS AIRES.

The following cablegram, dated Buenos Aires, May 7, 1919, has been received by the Consul General for the Argentine Republic, Ottawa, from the Minister of Foreign Affairs for the Republic:—

"Please contradict decisively the report that the port of Buenos Aires is closed, for the reason that it has been engaged regularly, for more than one month past, in all its usual operations of loading and unloading. During this time, ships have been unloading more than 600,000 tons and vessels have been sailing to destinations with full cargo. There are, at the present time, in the port of Buenos Aires, 170 vessels, unloading daily about 15,000 tons and loading 30,000 tons. On these vessels 3,000 seaport men are employed day and night. All operations are directed by the Government's proper officials so that all difficulties caused through the last strike have totally disappeared. The other seaports are operating as usual."

SURPLUS GOVERNMENT PROPERTY DISPOSAL BOARD OF THE UNITED KINGDOM.

Explosives and Chemicals and Chemical Warfare Materials.

LIST OF CHEMICALS FOR DISPOSAL.

Canadian manufacturers will be interested in the following list of explosives and chemicals and chemical warfare materials held for disposal by the Surplus Government Property Disposal Board. All inquiries in respect to materials on the list should be addressed to Mr. D. G. Duff, Controller, D.B. 4 C., Storey's Gate, Westminster, S.W. 1.

NOTE.—*The initial reference letter appearing against the material must be quoted on all inquiries.*

	Reference.	
Aniline salt	A	A few tons.
" oil	A	" "
Arsenic trichloride	A	15°C 99.5% pure 4°C 2'17 free from water and not more than traces of free acid.
Arsenious oxide	A	White powdered 98/99% pure. Australian and United Alkali qualities.
Alumino Ferric, crushed	B	Arsenic absent (2½ tons available).
" " lumps	B	Arsenic present (a few tons available).
Aluminium powder	B	95% passing 140 mesh sieve; containing at least 92% of metallic aluminium. (Considerable quantity available.)
" "	B	"Coarse paint," 95% passing 180 mesh sieve; about 98% pure, with about 2% stearine added (742 pounds available.)
" granulated	B	10 to dust. (Considerable quantity available.)
Amonium nitrate	B	Suitable for use in manufacture of non-permitted explosives and as a fertilizer.
Ammonium perchlorate	B	Considerable quantity available.
Antimony sulphide	B	To ordnance factory specification.
Acetone	C	Pure to British Government specification. (Considerable quantity available.)
Acetic acid	C	Synthetic 91/93%. (Considerable quantity available.)
"	C	Synthetic 96/98%. (Considerable quantity available.)
Acetone oils	C	Pale yellow, heavy yellow and dark quantities.
" tar	C	Recommended by Board of Agriculture for use as insecticide.
Benzyl bromide	A	Brown liquid. Impure. Per cent bromine, 215.
Barium binocide	B	
" chlorate	B	Suitable for firework manufacture.
" nitrate	B	Various grades. (Considerable quantity available.)
Borax	B	Lump and ground.
Capsicine oleo resin	A	A few 100 pounds.

LIST OF CHEMICALS FOR DISPOSAL.—*Continued.*

	Reference.	
Capsicine extract..	A	A few 60-pound jars.
Carbon dioxide..	A	A few 200-pound drums.
Chlorosulphonic acid..	A	Considerable quantities.
Chlorpicrin..	A	D 4° 1'66—1'67; material free from water and only traces of free acid. (Considerable quantities.)
Calcium carbonate..	B	Precip. 95% passing 120 mesh sieve, contains at least 95% calcium carbonate. (68-pound available.)
Calcium nitrate..	B	Solid. (Considerable quantity available.)
Calcium silicide	B	Containing about 65% silicon. (Considerable quantity available.)
Calomel..	B	
Charcoal..	B	Dogwood, ground to pass 60 mesh sieve. (9½ cwt. available.)
Charcoal..	C	Hardwood. Stick or lump form large and small flake. (Considerable quantities available.)
China wood oil..	B	Considerable quantity available.
Chloride of lime	B	" " "
Cylinders..	A	Second hand empty liquid chlorine cylinders. (A considerable quantity in good condition.)
Dinitronaphthalene	B	About 300 pounds available.
Dimethylaniline..	B	(Considerable quantity available.)
Dinitrobenzol..	B	A few tons available.
Dinitrotholuol..	B	Solid. (A few tons available.)
Dye..	B	Sulphur green—quality not high (about 14 tons available.)
Dogwood..	C	Barked. (Considerable quantity available.)
Ethylidoacetate of alcohol, mixture of..	A	D 4°C 144—1'46.
Ethyl-ether..	B	Fair quantities available.
Explosives..		Considerable quantities expected to become available.
Ferric oxide	B	Various kinds. Particulars will be given on application.
Ferrous sulphate..	B	(Jewellers' rouge) 120 mesh; at least 95% ferric oxide. (About 13 cwt. available.)
Fluxite..	B	Containing about 98% FeSO ₄ 7H ₂ O. (Considerable quantity available.)
Fulminate of mercury..	B	(71 pounds available.)
Fuse composition..	B	Small quantity only.
	B	A slow burning fuse composition containing ammonium perchlorate, charcoal and starch. (Fair quantity available.) Samples or further particulars can be given on application.
Glass, powdered..	B	Passing 80 mesh sieve each standing on 120 mesh. (118 pounds available.)
Iron alum..	B	Containing 11'6% Fe. (Considerable quantity available.)
Kieselguhr, Algerian..	B	Ray, dried, or dried and ground. (Considerable quantities available.)
Ketone, A..	C	Approximating to M.E.K.
Lime..	B	Slaked, powdered.
" (Buxton)..	A	Packed in 1 cwt. bags. (Seven tons available.)
Liquid chlorine..	A	Small quantities in 66-pound cylinders and 13 cwt. cylinders.
Monochloracetic acid	A	Commercially pure, white or nearly white in colour, free from grit, setting point not lower than 57°C. Insoluble matter in water not exceeding 0'1%.
Monochlorbenzene..	A	A few tons.
Magnesium carbonate..	A	Commercial quality.
" metal..	B	In bar 98% and 99%. (Fair quantity available.)
" powder..	B	20/40 mesh 40/60 mesh. 50 mesh, 120 mesh. (Fair quantities available.)
Mononitronaphthalene..	B	Poor quality. (Small quantity available.)
Methyl acetone, 80%	C	Considerable quantity available.
" acetate, 80%	C	" " "
" alcohol, 95%	C	" " "
Mineral jelly..	C	" " "
Methyl ethyl ketone..	C	" " "
Nitrates, mixed potash and soda..	B	" " "
Orpiment..	B	" " "

LIST OF CHEMICALS FOR DISPOSAL.—*Continued.*

	Reference.	
Paraffin wax.	B	Match quality. (About 3½ tons available.)
Picric acid.	B	Waste and low grade, suitable for use in dye manufacture. (Considerable quantities available.)
Pitch.	B	A few tons available.
Potash alum.	B	Containing Al. 5·94% 8·2% K. (About 2½ tons available.)
Potassium chlorate.	B	Suitable for use in match manufacture. (Small quantity available.)
Potassium perchlorate.	B	99% passing 40 mesh sieve. (Considerable quantity available.)
Realgar.	B	
Sodium iodide.	A	Fine powder over 99% pure.
“ manganate.	A	30% solution. A few tons.
“ Prussiate.	A	Yellow crystals.
“ permanganate.	A	A few tons.
Sulphur monochloride.	A	Considerable quantities.
“ dichloride.	A	Small quantities.
Senegal gum.	B	1½ cwts. available.
Shellac spirit.	B	Twenty gallons available.
Sodium carbonate (alkali).	B	In two cwt. wood casks. (Fair quantity available.)
“ carbonate dessic.	B	95% passing 120 mesh sieve, 96% sodium carbonate at least. (185 pounds available.)
“ nitrate.	B	Norwegian, 99% pure. (Fair quantity available.)
“ picrate.	B	Suitable for use in dye manufacture. (Fair quantity available.)
“ sulphate.	B	Of two qualities. (Considerable quantity available.)
“ sulphide.	B	Fair quantity available.
“ sulphite.	B	Of various qualities. (Fair quantities available.)
Strontium carbonate.	B	Precip. 85%, capable of passing 120 mesh sieve, and containing at least 95% strontium carbonate. (About 70 pounds available.)
“ nitrate.	B	About 3 cwt. available.
Sugar of milk.	B	About 2½ tons available.
Sulphur.	B	Imported:—Thirds, block, roll, flowers. (Considerable quantities available as well as small quantities of “recovered rock” sulphur and ground sulphur.)
Thermite.	B	Military. This is more powerful than ordinary. (Considerable quantity available.)
T. N. T. residues.	B	Considerable quantity available.
Thioglycol.	A	A few cwts.
Titanium tetrachloride.	A	A few pounds.
Wood tar.	C	Stocks available for prompt delivery: largely used in place of Stockholm tar.
Zinc oxide.	B	Sterling quality—containing 92% zinc oxide and 6% lead oxide; fair colour for paint. (Fair quantity available.)
“ dust.	B	Small quantity only.

NEW JAPANESE BANK TO OPERATE IN SOUTH PACIFIC.

H.M. Commercial Counsellor at Yokohama states, says the *Board of Trade Journal*, that a new bank, to be called the Kanan Kasho Ginko, has been formed for operation in the South Pacific.

The bank will transact general banking business, including all descriptions of exchange business, loans, discounting of bills, etc. Its head office is at Taipeh, and branches are being established at Canton, Singapore, and Samarang. It is proposed subsequently to establish branches or sub-offices at Medan, Colombo, Rangoon, Penang, and Sourabaya.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, dated May 14, 1919:—

The "Trade Value" of Canadian Farm Products.

In the fiscal year 1914-15 the Dominion export of foodstuffs was valued at \$187,000,000; in 1917-18 this had risen to the huge total of \$710,000,000. A glance through the following table will show that a far greater trade in farm-stuffs is done in Canadian cities and towns than is done abroad. It will show that our best markets are in our own homes. This is a trade aspect of farming with which the Trade Commission is directly concerned. The table is for the years 1915 and 1916. These have been selected for comparison because they cover a period in which the export of foodstuffs was relatively greater than it had been before the war, and yet which did not include that time when the artificial stimulus of Food Board effort voluntarily restricted consumption at home in order to send food overseas. The general prices during these years also for obvious reasons give the most useful comparison.

	Production. Value.	Consumption. Value.	Imports. Value.	Net Exports. Value.
Beef..	\$ 35,900,000	\$31,908,000	\$ 498,000	\$ 3,991,000
Pork..	49,177,000	46,881,000	3,631,000	23,072,000
Mutton..	3,731,000	3,659,000	352,000	71,000,000
Poultry and eggs..	35,000,000	33,218,000	968,000	1,781,000
Cheese and butter..	103,292,000	79,513,000	3,187,000	23,781,000
Whole milk and cream	46,115,000	44,567,000	45,000	1,547,000
Fruits and vegetables..	35,000,000	29,074,000	5,223,000	5,925,000
Wool..	3,900,000	2,471,000	1,961,000	1,428,000
Hides.. . . . .	.....	.....	13,634,000	7,244,000
Hay and alfalfa..	163,727,000	159,686,000	172,000	4,040,000
Oats..	190,983,000	179,133,000	967,000	11,849,000
Oatmeal.. . . . .	.....	.....	1,000	379,000
Barley..	31,504,000	42,641,000	24,000	3,518,000
Wheat..	350,456,000	226,861,000	1,028,000	123,594,000
Rye..	2,681,000	2,151,000	28,000	407,000
Flax..	13,050,000	5,883,000	48,000	7,166,000
Corn..	8,495,000	8,351,000	6,249,000	143,000
Potatoes..	43,721,000	43,150,000	1,961,000	570,000

"Canada-Product."

The Canadian Trade Commission has adopted the word "Canada-Product" as its trade-mark (though the term is not strictly correct). The hyphen is an integral part as it was thought necessary to overcome the objection that the word "Canada" as an adjective is a little bare and strange to the ear. "Canadian," though well understood in English-speaking countries, would not be nearly so expressive to the foreign peoples with whom Dominion trade is now extending. The root of "product" has the advantage of being understood in about four-fifths of the world's commercial languages.

The phrase would be at once more widely known without translation than "Made-in-Canada" or "Canadian-made." It also covers the double fields of agricultural "produce" and industrial "manufactures."

ITALY'S FLOATING TRADE EXHIBITION.

The Association for Oriental Trade, of Milan, Italy, announce that their first floating exhibition left Genoa on February 12, calling at Leghorn, Naples, and Messina, for the Black Sea ports, Levant ports, including Greece and the Archipelago. The exhibition is housed on a first-class steamer and includes all goods interesting Italy's export trade.—(*Review of the Foreign Press.*)

DANTZIG, THE INTERNATIONALIZED PORT OF THE BALTIC.

Dantzic, or Danzig, is a strong maritime fortress and seaport of Germany, which under the Treaty of Peace handed to the German delegates at Versailles on May 7 is to be permanently internationalized. It was the capital of the province of West Prussia, and is situated on the left bank of the west arm of the Vistula, four miles south of its entrance, at Neufahrwasser, into the Baltic, 253 miles northeast of Berlin by rail. Population (1910), 170,000. The city is traversed by two branches of the Mottlau, a tributary of the Vistula. Vessels drawing 15 feet of water can load alongside of the quays of the inner town, whilst at Neufahrwasser and in the Vistula there is depth for vessels drawing 22 feet, and in the harbour for vessels drawing 21 to 23 feet. Dantzic was one of the bases of the German Baltic fleet, with an imperial dock-yard, floating dry dock 250 feet long, and a new floating dock.

At different periods Dantzic has been held by Pomerania, Poland, Brandenburg and Denmark, and in 1308 it fell into the hands of the Teutonic Knights, and afterwards became one of the four chief towns of the Hanseatic League. In 1455 it became a possession of the King of Poland, but enjoyed all the rights of a free city. At the first partition of Poland in 1772, Dantzic was separated from Poland; and at the second partition, in 1793, it came into the possession of Prussia, to which country—with the exception of a few years when it was in French occupation—it has been attached down to the close of the great war.

Under the first section of the Treaty of Peace it will fall to the League of Nations to appoint a High Commissioner for the internationalized port, the independence of the free city is to be guaranteed, and arrangements made for treaties between Dantzic and Poland and Germany.

The illustration on the title page of the *Weekly Bulletin* shows the Crane Gate, Dantzic.

TRADE-MARKS IN JAPAN.

(*British Board of Trade Journal.*)

The British Board of Trade have received an unofficial legal opinion as to the position under Japanese law of the owner of an unregistered trade-mark in use in Japan.

It appears from this opinion that the owner of a mark used but not registered in Japan, and intentionally imitated in Japan by another party, has no remedy by way of a passing-off action or by action for what in English law might amount to a Common Law fraud. Generally speaking, the Japanese law takes the view that, on a sale of goods bearing an imitation of a trade-mark not registered in Japan, the purchaser may or may not, according to circumstances, have a legal remedy against the seller; but that the owner of the true unregistered mark, having neglected to avail himself of the protection which the Japanese Trade-mark Law affords, has no legal ground for complaint.

The true owner of a mark may, however, in the following cases, be able to register and protect it, even where a conflicting mark has already been registered by another person, namely:—

(a) If the mark had become publicly known as belonging to some person other than the person in whose name the conflicting mark was registered; or

(b) If the mark has been used in Japan by the applicant or his predecessor in title in good faith from a date prior to the 1st July, 1899, continuously to the date of application. In this case the owners of both marks may be able to use them at one and the same time.

SERBIAN FOREIGN TRADE ORGANIZATION.

The British Vice-Consul at Belgrade, reporting in the *Board of Trade Journal*, says:—

With the assistance and under the direction of the Belgrade Chamber of Commerce, Belgrade importers have formed nine "Associations" (Consortia), for the purpose of replenishing Serbia and renewing commercial relations with foreign countries. The associations are: (1) Textiles; (2) iron goods, agricultural machines, and implements; (3) leather, material and implements for manufacture of boots; (4) colonial goods and provisions; (5) haberdashery, hosiery, fancy goods, and ready-made articles of clothing and footwear for town population; (6) haberdashery, hosiery, fancy goods, and ready-made articles of clothing and footwear for rural population; (7) glass and glassware, porcelain and earthenware, paints and colours, and electro-technical articles; (8) books, paper and writing materials; and (9) drugs, medicines, etc.

FINANCIAL ARRANGEMENTS.

Owing to the scarcity of money for purchases abroad, the Belgrade Chamber of Commerce has asked the Government that they should give to the merchants (importers), for their credits abroad, State guarantees through the National Bank of Serbia and its branches throughout the country. The State guarantee asked for and accorded for present requirements amounts to one hundred million francs (£4,000,000).

The purchase of goods, fixing the credits, etc., will be decided and carried out by a special committee composed of members of the Chamber of Commerce and members of the above-mentioned "Associations."

State and private papers of value (bills, shares, etc.), real estate, Serbian paper money, as also foreign paper money at the rate fixed by the Minister of Finance, will be accepted as cover deposits for credits.

Credits, without a deposit such as the above, but on the signatures of reliable and well-known persons, will only be issued to such persons (firms) who during and owing to the war have so seriously suffered as to possess nothing which could serve as a deposit.

Each of the above "Associations" will depute two representatives to visit the markets abroad and conclude purchases for the importers concerned.

Messrs. Svetislav Okanovitch and Jovan Jovanovitch, who represent the "Associations" of importers of drugs, medicines, etc., have already left Serbia for that purpose.

It is understood that similar "Associations" will also be formed at Agram, Laibach, Serajevo, and Spalato, with branches in all the more important centres in the new Kingdom.

BELGIAN CANAL PLANS.

The scheme to make the Scheldt shorter by means of a deep canal, and Antwerp harbour more accessible by a new entrance, seems to be approaching its realization, says the *Review of the Foreign Press*. According to *Seedienst*, the Belgian Minister of Public Works has stated that the Government is in favour of the scheme. The proposal, which presumably emanates from Paris, to make a direct connection between Antwerp and Marseilles by making use of the Rhine, Rhone, and Saone, and canals already existing, lacks as yet all official foundation.

THE GERMAN LEATHER INDUSTRY RUINED BY THE WAR.

(United States Commerce Reports.)

The losses the tanners and leather manufacturers of Germany have suffered are irreparable. Their trade is gone, their skilled workmen have been called into service, discharged, and scattered among other trades, and their plants and machinery are idle. And this is the case in every other branch of the formerly great German leather industry, with the exception of the tanners of sole and heavy upper leathers. Even this branch, in spite of the fact that its staffs of experienced workers were to a great extent freed from military service, has lost all the essentials which go to build up quality and world supremacy. It has become simply mechanical. The hides and tanning ingredients available are delivered to the tanners at fixed prices. The method of tannage is specified to them. The finished produce in the condition in which it comes out is taken off their hands at fixed prices. A book-keeper and a foreman are all the management needed. A knowledge of tanning is hardly considered. When the war is over workmen will have to learn the trade all over again. The war has brought no progress, only retrogradation.

When the tanners of light leathers saw themselves practically shut out from delivery to the Government, they set about to create a market for the stocks of finished goods which they had on hand, and they succeeded so well that by the end of 1915 there was very little light upper leather to be had. Vast quantities were worked up into leather suits and vests and leather-lined clothing of all kinds. The heavier sorts went into leggings, and legging factories sprang up like mushrooms. The stocks of heavy splits were soon got rid of in like manner. The results of this wholesale waste of leather would not have been so disastrous if the Government had reserved for future use a portion of the dog hides then lying in the warehouses, but seemingly no importance was attached to this class of leather. For the winter campaign of 1914-15 practically the entire stocks of sheepskins in Germany and Austria were worked up, with the wool on, into snow coats for the troops in Russia and the Carpathians. To-day the shoe manufacturer has difficulty in getting enough light leather to make the straps and other reinforcements which are necessary to hold the inferior cloth or felt uppers on to the wooden soles of the only kind of shoes which can be made for the civil population.

THE SHOE MANUFACTURING TRADE OF GERMANY.

The shoe manufacturing trade of Germany was formerly the most important in Europe. At the outbreak of the war there were some 1,500 mechanical factories in operation employing some 50,000 skilled workmen. The quality of the output was good, and the export trade was growing rapidly. This branch suffered from the moment the war began, although no particular shortage was felt until toward the end of 1915. The outbreak of the war disorganized the factories by robbing them of their skilled help. Thus the business conditions in the months following made it difficult for the manufacturer to dispose of the stocks on hand at a profit. He had formerly worked to a very large extent on credit, probably more so than had any other large branch, and had sold his shoes to the retailer on still more generous terms. A credit of eight or nine months to the retailer was not uncommon, while the terms of credit to him, with the exception of those with his bank, were from three to six months. When the war broke out, the goods which had been intended for export were left or thrown back upon his hands, and the retailer, in consequence of the easy terms upon which he had been able to buy, was overstocked. The manufacturer's creditors were soon demanding their money and refusing to renew his notes. As there was no moratorium and as the banks were endeavouring to reduce his credits whenever possible, the manufacturer was compelled, in most cases, to warehouse the stocks on hand or to sell them at a loss in order to meet his creditors.

PROSPECTS FOR SHOE SUPPLY.

Not only has the war exhausted the supply of shoes but it has ruined the business for years to come. The tanner may be able to take up his trade in the old way after he is once able to obtain the material needed; but one cannot manufacture shoes with unskilled labour, and even the most skilled worker loses his efficiency when he is taken away from his regular work for a time. So, it will be years, even with the help of the remnants of the 50,000 skilled workmen who may return from the war, before a new staff of efficient help for the manufacture of shoes can be again built up.

With the falling away of the great demands made by the German armies upon the supply of leather, the prospects of satisfying the civil population have naturally somewhat improved. The soldiers, upon their discharge from the army, will be supplied with shoes from the military stock on hand. It is not known how large this supply is or whether it is possible to distribute from it shoes to the civil population, but it may be safely assumed that the reserves will not be sufficient to meet even the needs of the soldiers. It will be necessary to reduce further the amount of leather allotted to the factories 20 to 25 per cent, which amount has already fallen to about 50 per cent of the remaining stock on hand before the war.

An appreciable amount of upper leathers used in the manufacture of gas masks can be supplied from the stocks held by the military authorities owing to the fact that the manufacture of gas masks has been discontinued.

It is now the hope that a great many animals used for military purposes will be brought back with the armies and that the stock of hide-producing animals fit for slaughter will thereby be greatly increased; but even these animals are by no means able to replace the great loss occasioned by the evacuation of the territories occupied by the Germans in the east and the west since the first year of the war. Furthermore, a great number of the most important tanneries and leather and shoe factories are located in the provinces of Alsace and Lorraine (Strassburg, St. Julien, St. Ingbert, etc.). The Germans, realizing that the loss of these factories will deal a severe blow to the shoe industry, are bending every effort to the end that the traffic in this connection between the right and the left Rhine territory remain unmolested with respect to German interests. The belief, however, that in a brief time the shoe shortage will be entirely removed is premature.

STANDARD LINES TO REPLACE BRITISH WAR-TIME BOOTS.

(Trade Commissioner H. G. Brock, London, in United States Commerce Reports.)

An article in the *Times* of April 3 states that a scheme of standard lines will replace the war-time boot when Government-controlled production ceases at the end of June. Boots will then be made to definite specifications, and the shoddy stuff retailed before the war will not return. This will not affect manufacturers of high-grade footwear.

The present trouble of the manufacturers is said to be to secure material for fine-grade footwear, particularly upper leathers. Chrome-leather producers in Great Britain are alive to the situation and are increasing their output, while shipments of fine leathers are also arriving from America, so that for the next three or four months the position is fairly well covered. British manufacturers are reported to realize the absolute necessity for the development of overseas trade, and endeavours are being made to establish export syndicates to work collectively in attacking certain foreign markets and securing production on a larger scale than in pre-war times.

PECULIARITIES OF THE MARKET IN NORTHERN CHILE.

(Consul Arnold A. McKay, Antofagasta, in *United States Commerce Reports*.)

Northern Chile depends almost wholly upon two industries, nitrate and copper mining. Of these the former is most important, both from the standpoint of extensive operation and the direct economic effect upon the population as a whole.

American nitrate interests are almost negligible, the bulk of the capital being English, Chilean, German, and French, in the order named. Each oficina, or mining community, is either owned by one of the large exporting concerns here or else the latter acts as buying and selling agent for the oficina. Each plant, which is similar to an American lumber or mining camp, is virtually an organized community, having a store, church, social center, railway station, and supporting a population of one to several thousand persons. Supplies are purchased direct, the payment of wages arranged so as to require the bulk of the trading to be done through the owners of the mine or through channels which they approve.

There is, therefore, very little independent buying on the part of the mine employees. Business in the towns is so influenced by such an arrangement that about the only concerns financially capable of introducing new goods are those who exercise some control over the nitrate production and sale. These firms, having offices in New York and London, import for their own account and are so well established that they do not care particularly to add new lines.

The foregoing conditions obtain only in northern Chile, however, where the nitrate industry is so essential and so strongly entrenched. In southern Chile the reverse, I believe, is true. In a town the size of Concepcion, for example, comparable to Antofagasta in a commercial sense, there is more opportunity for new trade. The city has a fertile agricultural district surrounding it and is not totally dependent upon one industry for support. As is the case in all agricultural districts, business is freer and more competitive.

INCREASED CAPITALIZATION OF BELGIAN BANKS.

(Commercial Attaché Paul L. Edwards, The Hague, in *United States Commerce Reports*.)

The Bank of Brussels is increasing its capital from 51,500,000 francs (\$9,939,500) to 103,000,000 francs (\$19,879,000) by the issue of 103,000 new shares of 500 francs each. Present holders will be allowed to subscribe for as many shares of the new issue as they now hold of the old. The rate will be 520. At the time of subscribing 120 francs must be paid in; the remainder will be called for at a date to be fixed later.

A recent issue of the *Hendelsberichten* states that the Société Générale of Belgium has increased its capital by the issue of 31,000 capital shares and 31,000 reserve shares, the former of which were issued at the rate of 1,050 francs and the latter at 2,500 francs. The number of shares is thus doubled and the capital nominally increased by about 100,000,000 francs (\$19,300,000). If the old shares are calculated at the rate of issue of the new, the value of the increase is about 218,000,000 francs (\$42,074,000).

The Banque Nationale has established the National Bank for Industrial Credit, with an initial capital of 25,000,000 francs (\$4,825,000).

The Banque de Credit Commercial of Antwerp is now proposing to increase by 5,000,000 francs (\$965,000) its present capital of 15,000,000 francs (\$2,895,000).

It is understood that Lloyds Bank, the National Provincial, and the Union of England Bank are planning to establish branches at Antwerp and at Brussels.

NEW INCORPORATIONS.**Dominion.**

Mapleleaf Manufacturing Company, Limited. Incorporators: Spencer Lewin Dale Harris and Charles Champoux, advocates; and Lucy Mary Shea, stenographer—all of Montreal; Joseph William Weldon, advocate; and Hilda Gertrude Dunsmore, stenographer—both of Westmount, Que. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Mutual Finance Corporation, Limited. Incorporators: Albert Frederick Healy, of Sandwich, Ont., real estate broker; Edward Blake Winter, real estate broker; William Donald McGregor, automobile distributor; and Wilfrid Daniel Roach, solicitor—all of Windsor, Ont.; and John Lloyd Jones, of Detroit, Mich., U.S.A., financier. Capital \$300,000, divided into 3,000 shares of \$10 each. Chief place of business, Windsor, Ont.

Dupuis Frères, Limited. Incorporators: Joseph-Narcisse Dupuis, merchant; and Armand Dupuis, civil engineer—both of Outremont, Quebec; Armand-Joseph Dugal, manager; Alexandre Gerin-Lajoie, advocate; and Joseph Emile Cote, accountant—all three of Montreal. Capital \$2,500,000, divided into 25,000 shares of \$100 each. Chief place of business, Montreal.

Vapor Car Heating Company of Canada, Limited. Incorporators: Seelye Page Harriman, manager; and Frank Allan Purdy, salesman—both of Montreal; Harold Fisher, Stanley Gardner Metcalfe, and Stanley Metcalfe Clark, barristers-at-law; May Byers, Linda Bonell and Ada Abelson, stenographers; and James Robertson, student-at-law—all of Ottawa. Capital \$122,000, divided into 2,400 shares of no nominal or par value and 1,100 shares of preferred stock of \$100 each. Chief place of business, Montreal.

Corundum, Limited. Incorporators: James Albert Lamb, accountant; George David Kelley, Allan Joseph Fraser and Leo Andrew Kelley, barristers-at-law, and Marie Kathleen Hebert, stenographer—all of Ottawa. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Ottawa.

The Dickson Company, Limited. Incorporators: Charlotte Dickson and Martha Dickson, spinsters; Mary Ann Hazlitt, Ellen Walsh and Elizabeth Davidson, widows; Dickson Davidson, lumber manufacturer; and Samuel Dickson Hall, merchant—all of Peterborough, Ont. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Peterborough, Ont.

Ledoux-Jennings, Limited. Incorporators: William Kenneth McKeown, K.C.; Thomas Henry Onslow and George Edward Chart, accountants; Berthe Charlebois and Mary Blanche McKeown, stenographers, all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal. (Private company.)

The Sellers Kitchen Cabinet Company of Canada, Limited. Incorporators: Alexander Henry Davidson, Jacob Bechtel, Harry Osborne Bell, Frederick Thompson and Donald McVittie, manufacturers; Vincent Jamieson McLellan, accountant; and Ernest Edward Short, editor—all of Southampton, Ont. Capital \$90,000, divided into 3,600 shares of \$25 each. Chief place of business, Southampton, Ont.

Welland Utility Manufacturing Company, Limited. Incorporators: George Arthur Mitchell and Charles Benajah Willson, manufacturers; Arthur James Joseph Brennan, druggist; Lynn Bristol Spencer and Lorenzo Clarke Raymond, barristers—all of Welland, Ont. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Welland, Ont.

Four Wheel Drive Auto Company, Limited. Incorporators: Harvey James Sims and George Bray, barristers-at-law; Alexander Hugh Millar, city clerk; Walter Turnbull Barrie and William Gibson Cleghorn, manufacturers; Elizabeth Wegenast and

Nettie Kathleen Howe, stenographers—all of Kitchener, Ont. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Kitchener, Ont.

Central Canada Industries, Limited. Incorporators: Archibald James Reid, K.C.; George Norman Limpricht, recording officer; Charles Durne Cowie, secretary; Mary Maud Black, stenographer; William Howard Robinson, photographer; Harry Reeve Burrows, clerk; and Edmund Carew Cosgrove, recording clerk—all of Toronto. Capital \$350,000, divided into 3,500 shares of \$100 each. Chief place of business, Toronto.

Regent Metal Goods, Limited. Incorporators: William Frederick Emerson and Herbert Woodbury Allen, both of Buffalo, U.S.A., manufacturers; Auguste Ernest Bregent, Montreal, manufacturer, James John MacLennan and John Noble Black, both of Toronto, solicitors. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Montreal.

Canadian Western Steel Corporation, Limited. Incorporators: William Henry McLaws, barrister-at-law; William Henry Gray, manufacturer; Stanley Jackson, accountant; Betty E. Irvine and Hetty Park, stenographers—all of Calgary, Alta. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Calgary, Alta.

France and Canada Steamship Company, Limited. Incorporators: Henry John Hague, K.C.; William James Shaughnessy and Chilion Graves Heward, advocates; Alfred Boreham Wright, Clarence Arnold and Mary J. Dunn, stenographers; and Arthur Charters, book-keeper—all of Montreal. Capital \$10,000,000, divided into 100,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

Dominion Towing and Wrecking Company, Limited. Incorporators: James Playfair, Douglas Leland White and David Sheer Pratt, manufacturers; John Walter Benson, accountant; and Marcus Smith, barrister—all of Midland, Ont. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Midland, Ont.

H. and A. Saunders, Limited. Incorporators: Julius Saunders, manufacturer; Wolf Sternberg, manager; Edward Phineas Sternberg, Ralph Raphael and Tyrrell Newman, salesmen—all of Toronto. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

Gavenite Products, Limited. Incorporators: William Symon Morlock, Reginald Holland Parmenter and Sydney Ellis Wedd, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Anna Latimer, office clerk—all of Toronto. Capital \$240,000, divided into 2,400 shares of \$100 each. Chief place of business, Toronto. (Private company.)

Ontario.

The Daly Company, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk, and Violet Moffat, accountant—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Head office, Toronto.

Automobile and Supply, Limited. Incorporators: Molyneux Lockhart Gordon and John Stewart Duggan, barristers-at-law; Thomas Stewart Hagan Giles, accountant; Olive Harland, switchboard operator, and Mary Harper MacGregor, stenographer—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

S. T. Heyes and Company, Limited. Incorporators: Helen Drumbrelle Heyes, widow; Vera Drumbelle Heyes, spinster; Sydney Torrance Heyes, manufacturers' agent; and Charles Kappele, barrister-at-law—all of Toronto. Capital \$400,000, divided into 400 shares of \$100 each. Head office, Toronto.

The York Trading Company, Limited. Incorporators: Thomas Clarkson Gordon Russell, Esquire; Robert Duncan Storey, gentleman; Alexander Shepherd Rown,

solicitor; Norman Van Norman, mechanic, and James Banks, merchant—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

The Victor Automobile Supply and Garage Company, Limited. Incorporators: James Aitchison, John Wellington Pickup and Robert Elmer Fennell, barristers-at-law; and Harriet Jeanette Wilson and Catherine Gallagher, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

CONDITION OF GERMAN TOY INDUSTRY.

(Consul Alfred W. Donegan, Zurich, Switzerland, in United States Commerce Reports.)

The German toy industry has been able to retain a hold on the toy trade in Switzerland as well as in other neutral countries. Although the German prices on an average have been raised 100 per cent, and in special instances even as high as 300 and 400 per cent, the unfavourable rate of exchange on the mark, which has fallen to less than one-half its normal value in the neutral countries, has counter-balanced this price increase to a large extent in the neutral toy market. Many kinds of toys, especially those that require textile products, such as cloth and plush, have for some time been obtainable from German manufacturers. This shortage has been partially offset by the manufacture of new sorts almost exclusively out of wood. The Swiss manufacturers have been unable to compete successfully with the Germans in the local market, but the outlook, according to the opinion of the local dealers, is brighter. The increasing irregularity and delays in the deliveries of orders from German firms and the constantly mounting prices are working against the continuance of successful competition with the Swiss toy manufacturers in local markets.

DIFFICULTIES CONFRONTING GERMAN TOY MANUFACTURERS.

An interesting light on the present condition of the toy industry in Germany is given by a recent article in a German trade journal, which warns German wholesalers not to expect any reduction in prices in 1919. It pointed out that the adoption of the eight-hour day, the advance in wages, and the scarcity and cost of all raw material will continue to operate in maintaining the present or a higher level of prices. Transportation difficulties and the increase in the cost of cutting and sawing lumber, which is reported to have advanced 60 to 85 per cent, furnish further grounds for the pessimistic outlook.

This German paper warns its subscribers of their future difficulties in the foreign field, mentioning chiefly the possibility of tariff barriers and the entry into active competition of the other nations, particularly Japan. It urges the manufacturers, therefore, not to hold back in filling orders near at hand and calls upon the German dealers to place their orders with the manufacturers far in advance, pointing out that this would occasion no risk, in view of the impossibility of any immediate price reductions.

Altogether the view given of the present condition of the toy industry in Germany is rather a gloomy one for German manufacturers. The return of more normal exchange rates on the mark will also mean an advancement in the comparative prices of German toys in foreign markets, and the Swiss toy dealers seem to feel that German competition during the coming year will be very small.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending May 9, 1919	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	2,532,865	773,821	694,763	218	41,525	4,043,192
Consolidated Elevator Co.	765,451	48,152	75,236	14,971	1,455	905,265
Empire Elevator Co.	771,078	190,583	116,407	23,982	3,083	1,105,133
Ogilvie Flour Mills Co.	880,267	62,724	238,781		11	1,181,783
Western Terminal Elevator Co.	1,111,051	47,393	35,277	32,039	1,283	2,227,043
G.T. Pacific	3,950,708	595,710	178,942	42,655	4,252	4,772,267
Grain Growers' Grain Co.	488,469	503,670	383,636		30,201	1,405,976
Fort William Elevator Co.	734,138	310,533	100,424	27,625	3,138	1,175,858
Eastern Terminal Elevator Co.	790,632	55,988	80,383		10,554	937,557
Northwestern Elevator Co.	485,400		133			485,400
Port Arthur—						
Port Arthur Elevator Co.	3,365,639	993,494	863,866		62,652	5,285,651
Sask. Co-operative Elevator Co.	1,294,302	277,881	226,100	93,092	16,105	1,907,480
Canadian Government Elevator	1,349,461	366,936	246,268	31,960	11,992	2,006,617
Can. Govt., for Imperial Government.				63		63
Thunder Bay	310,052	521,710	183,407	20,769	4,279	1,040,217
Davidson & Smith	307,726	173,809	261,940		7,136	750,611
Eaton-Richardson.	759,878	136,335	114,724	29,785	128,535	1,169,257
Total Terminal Elevators	19,897,117	5,058,739	3,800,287	317,159	426,201	29,399,503
Saskatoon Can. Govt. Elevator	271,785	925,897	120,416	1,522	4,501	1,324,121
Moosejaw Can. Govt. Elevator	560,988	492,748	62,082	1,226	1,763	1,122,479
Calgary Can. Govt. Elevator.	471,001	474,323	81,234	1,077	+3,672 16,433 +2,071	1,046,139
Vancouver Can. Govt. Elevator	84,266	71,593		220		156,079
Total Interior Terminal Elevators.	1,388,040	1,964,561	263,732	4,045	28,440	3,648,818
Depot Harbour.	466,504					466,504
Midland—						
Aberdeen Elevator Co.	308,745					308,745
Midland Elevator Co.	749,927				106,373	856,300
Tiffin, G.T.P.	1,120,873	19,087				1,139,960
Port McNicoll.	1,587,779	1,045	62,974			1,651,798
Collingwood.						
Goderich—						
Elevator & Transit Co.	406,805	67,256				474,061
West Canada Flour Mills Co., Ltd.						
Kingston—						
Montreal Transportation Co.		1,980				
Commercial Elevator Co.	1,413					3,393
Port Colborne Dom. Govt. Elevator	1,453,725		129,815		2,893	1,586,433
" Maple Leaf Milling Co., Ltd.	776,693					776,693
Prescott—						
Montreal—						
Harbour Commissioners No. 1.	1,353,133	56,992	371,827			1,781,952
" " No. 2.	891,861	356,377	374,616			1,622,854
Montreal Warehousing Co.	1,172,771					1,172,771
Quebec Harbour Commissioners.	566,175	88,797	630			655,602
West St. John, N.B.	391,244	11,644	51,594			454,482
Halifax, N.S.	58,670					58,670
Total Public Elevators.	11,306,318	603,178	991,456		109,266	13,010,218
Total quantity in store.	32,591,475	7,626,478	5,055,475	321,204	463,907	46,058,539

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended May 9, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		22,127	93,797		115,924
No. 1 Northern		5,207,821	987,321	3,487,315	9,682,457
No. 2 "		2,727,993	116,907	1,713,587	4,558,487
No. 3 "		3,892,371	57,743	1,095,044	5,045,158
No. 4 Wheat		3,265,756	8,683	1,938,257	5,212,696
No. 5 "		1,802,929	7,105	747,016	2,557,050
No. 6 "		2,302,841	8,872	1,055,009	3,366,522
Other		675,279	46,668	1,270,090	1,992,037
Australian			61,144		
Totals		19,897,117	1,388,040	11,306,318	32,591,475
Oats—					
No. 1 C. W.		1,707		1,903	3,610
No. 2 "		513,641	229,301	38,202	781,144
No. 3 "		696,855	271,112	33,642	1,001,609
Ex. No. 1 Feed		545,278	393,619	128,948	1,067,845
No. 1 Feed		669,093	393,566	110,729	1,173,388
No. 2 "		1,727,132	559,062	135,263	2,421,457
Other		905,033	117,901	154,491	1,177,425
Totals		5,058,739	1,964,561	603,178	7,626,478
Barley—					
No. 3 extra C. W.		1,139			1,139
No. 3 C. W.		1,292,585	61,576	431,519	1,785,680
No. 4 "		1,778,484	125,033	152,665	2,056,182
Feed		167,255	28,935	21,420	217,610
Rejected		264,655	26,437	269,838	560,930
Other		296,169	21,751	116,014	433,934
Totals		3,800,287	263,732	991,456	5,055,475
Flax—					
No. 1 Northwestern Canada	62	212,725	1,697		214,484
No. 2 C. W.		60,451	500		60,951
No. 3 "		37,458	988		38,446
Rejected			57		57
Imperial Govt.		6,463	564		7,027
Other			239		239
Totals	62	317,097	4,045		321,204
Rye—					
No. 1 C. W.		4,457			4,457
No. 2 "		233,064	15,007	52,904	300,975
Rejected		35,541	1,426	15,067	52,034
No Grade		5,931			5,931
Other		47,208	1,763	41,295	90,266
Totals		326,201	18,196	109,266	453,663
Corn			10,244		10,244
Total quantity in store		29,399,503	3,648,818	13,010,218	46,058,539

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on May 9, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>May 9, 1919.</i>			
Terminal Elevators.....	19,897,117	9,502,386	29,399,503
Interior Terminals.....	1,388,040	2,260,778	3,648,818
Public Elevators in the East.....	11,306,318	1,703,900	13,010,218
Total.....	32,591,475	13,467,064	46,058,539
<i>May 10, 1918.</i>			
Terminal Elevators.....	1,040,706	6,730,921	7,771,627
Interior Terminals.....	1,316,334	4,048,674	5,365,008
Public Elevators in the East.....	5,076,048	4,190,364	9,266,412
Total.....	7,433,088	14,969,959	22,403,047
<i>May 11, 1917.</i>			
Terminal Elevators.....	13,967,612	9,334,685	23,312,297
Interior Terminals.....	4,248,707	2,555,947	6,804,654
Public Elevators in the East.....	2,090,187	3,697,042	5,787,229
Total.....	20,306,506	15,587,674	35,894,180
<i>May 12, 1916.</i>			
Terminal Elevators.....	12,097,163	5,794,370	17,891,533
Interior Terminals.....	5,219,317	1,835,081	7,054,398
Public Elevators in the East.....	8,680,503	5,809,912	14,490,415
Total.....	25,996,983	13,439,363	39,436,346
<i>May 13, 1915.</i>			
Terminal Elevators.....	4,060,880	4,301,207	8,362,087
Interior Terminals.....	382,913	416,681	799,594
Public Elevators in the East.....	3,479,658	1,712,599	5,192,257
Total.....	7,923,451	6,430,487	14,353,938
<i>May 14, 1914.</i>			
Terminal Elevators.....	8,988,406	10,856,707	19,845,113
Public Elevators in the East.....	3,353,724	3,574,914	6,928,638
Total.....	12,342,130	14,431,621	26,773,751

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Quantity of United States Grain in Store at the Public Elevators in the East for the week ended May 9, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.				—
C.P.R., West St. John, N.B.	145,245			145,245
Government Elevator, Port Colborne, Ont.				—
Aberdeen Elevator, Midland, Ont.	4,391	85,074		89,465
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.				—
Montreal Warehousing Co., Montreal, Que.	165,313	80,038		245,351
Quebec Harbour Commissioners, Quebec.	214,334			214,334
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.	1,564	33,654	2,189	37,407
Halifax, N.S., C.G.R.	122,721			122,721
Port McNicoll, C.P.R.		39,264		39,264
Goderich Elevator and Transit Co.				—
Midland Elevator Co., Midland, Ont.		1,091,402		1,091,402
Canadian Nat. Ry. Elevator, St. John, N.B.				—
Total.....	656,696	1,329,432	2,189	1,988,317

THE MATCH TRADE IN CERTAIN COUNTRIES.

(United States Commerce Reports.)

Previous to the war matches were imported into Egypt principally from Sweden, Austria-Hungary, and Italy. In 1917, Italy, Sweden, and Japan were the chief sources of this item of trade. During the war a match factory was started at Alexandria, the only one existing in Egypt.

In 1918 Japan unloaded enough matches in Egypt to supply the trade for several years. Since the cessation of hostilities match prices have dropped 100 per cent.

The Morocco market is also reported to have been overstocked with matches. At the close of 1918 wooden safety matches which were purchased on the London market at 9 to 11 francs per gross were being offered at 3 and 4 francs per gross and finding slow sale.

About 80 per cent of the matches produced in Norway are exported, and the domestic product dominates the home market.

The prohibitive import duty in Uruguay is chiefly responsible for the fact that this country offers no market for foreign-made matches. Two large match factories are located in Montevideo, which put out a wax match that may be struck on any rough surface. For making these matches dyestuffs and chlorate of potash are imported from the United States and European countries; sesquisulphide of phosphorous from England; gums and wax from Brazil, Japan, and England; and cotton wick from France and Spain. Japan also supplies some chlorate of potash.

	Month of April, 1919.	Eight Months April, 1919.	Eight Months April, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard.....	4	588	1,068
One Hard White Fife.....			
One Man. Northern.....	1,330	37,665	59,975
Two Man. Northern.....	739	15,405	24,294
Three Man. Northern.....	909	14,451	15,110
Number Four.....	654	9,664	5,510
" Five.....	289	4,897	3,285
" Six.....	242	3,211	2,350
Feed.....	80	804	698
Smutty.....	67	660	568
No Grade.....	307	3,939	2,679
Rejected.....	56	1,582	2,957
Condemned.....	1	25	43
No Established Grade.....		6	51
No. 1.....		94	-
No. 2.....	2	50	-
No. 3.....	1	9	-
No. 1 Goose.....		29	6
No. 2 ".....		1	1
No. 4, 5, 6 Special.....			12
Total Spring Wheat..... { Cars.....	4,681	93,100	118,607
{ Bushels.....	5,851,250	116,375,000	145,293,575
Wheat, Winter—			
One A. R. W.....		11	61
Two A. R. W.....	1	17	53
Three A. R. W.....		4	13
Four R. W.....			-
Five Winter.....			1
One White Winter.....			-
Two ".....			-
Three ".....			3
Four ".....			-
One Mixed Winter.....			-
Two ".....			-
Three ".....			-
Four White Winter.....			-
No Grade.....		1	-
Rejected.....			-
Smutty White Winter.....			-
Total Winter Wheat..... { Cars.....	1	33	131
{ Bushels.....	1,250	41,250	160,475
Total Wheat..... { Cars.....	4,682	93,133	118,738
{ Bushels.....	5,852,500	116,416,250	145,454,050
Oats—			
Extra No. 1 C.W.....			-
Number One Canadian Western.....		8	34
" Two ".....	232	1,493	3,697
" Three ".....	139	1,498	2,185
Extra Number One Feed.....	246	1,568	5,306
Number One Feed.....	369	2,270	5,948
" Two ".....	271	2,331	4,379
Rejected.....	68	501	1,495
No Grade.....	293	1,719	2,484
Condemned.....		12	23
Mixed Grain.....	28	301	441
Mixed Grain No. 2.....			-
Total Oats..... { Cars.....	1,646	11,701	25,992
{ Bushels.....	3,456,600	24,572,100	50,684,400

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of April, 1919.	Eight Months April, 1919.	Eight Months April, 1918.
	No.	No.	No.
Barley—			
Number Three Extra C.W.....	2	2	22
" Three C.W.....	354	2,798	1,795
" Four C.W.....	229	1,757	2,776
Rejected.....	54	653	590
No Grade.....	174	1,249	703
Condemned.....	71	1	881
Smutty.....			-
Feed.....		541	-
Total Barley..... { Cars.....	882	7,001	6,767
{ Bushels.....	1, 190,700	9,451,350	8,797,100
Flaxseed—			
Number One N. W. Canada.....	91	1,471	3,232
" 2 C. W.....	51	405	522
" 3 C. W.....	23	169	84
Rejected.....	4	17	32
No Grade.....	4	45	133
Condemned.....		2	-
Total Flaxseed..... { Cars.....	173	2,110	4,003
{ Bushels.....	173,000	2,110,000	4,403,300
Rye—			
Number No. 1 C. W.....		8	25
" 2 C. W.....	81	632	276
Rejected.....	7	149	161
No Grade.....	21	215	35
Feed.....		1	-
Total Rye..... { Cars.....	109	1,005	497
{ Bushels.....	119,900	1,105,500	497,000
Screenings..... { Cars.....	31	436	715
{ Bushels.....	31,000	436,000	715,000
Corn..... { Cars.....		7	-
{ Bushels.....		7,000	-
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars.....	4,682	93,133	118,738
{ Bush.....	5,852,500	116,416,250	145,457,050
Oats..... { Cars.....	1,646	11,701	25,992
{ Bush.....	3,456,000	24,572,100	50,684,400
Barley..... { Cars.....	882	7,001	6,767
{ Bush.....	1,190,700	9,451,350	8,797,100
Flaxseed... { Cars.....	173	2,110	4,003
{ Bush.....	173,000	2,110,000	4,403,300
Total Rye... { Cars.....	109	1,005	497
{ Bush.....	119,900	1,105,500	497,000
Screenings... { Cars.....	31	436	715
{ Bush.....	31,000	436,000	715,000
Corn..... { Cars.....		7	-
{ Bush.....		7,000	-
Total grain..... { Cars.....	7,523	115,393	156,712
{ Bush.....	10,823,700	154,098,200	210,550,850
Canadian Pacific Railway, Winnipeg and other points.....	2,873	58,770	83,867
Canadian Northern Railway.....	3,876	42,188	49,825
Great Northern Railway, Duluth.....	15	760	671
Grand Trunk Pacific.....	759	13,675	22,349
Total.....	7,523	115,393	156,712

**RECAPITULATION—COMPARATIVE FIGURES FOR EIGHT MONTHS ENDING
APRIL 30, 1919.**

	Total Number of Cars.
1901-2.....	44,657
1902-3.....	42,843
1903-4.....	31,604
1904-5.....	34,162
1905-6.....	57,012
1906-7.....	52,470
1907-8.....	54,686
1908-9.....	80,260
1909-10.....	95,423
1910-11.....	79,939
1911-12.....	140,531
1912-13.....	152,711
1913-14.....	169,519
1914-15.....	109,032
1915-16.....	250,208
1916-17.....	164,638
1917-18.....	156,712
1918-19.....	115,393

**CUNARD COMPANY DOUBLES ITS SHARES WITHOUT INCREASING
CAPITAL.**

(Consul Washington, Liverpool, in United States Commerce Reports.)

A circular issued by the Cunard Company states that the directors have decided to make the issued capital of the company correspond more closely with the value of the net assets employed in the business. They propose to capitalize the reserve fund to the extent of issuing to the shareholders one new fully paid ordinary share for each ordinary share now held. The effect of this will be that the total number of ordinary shares issued will be doubled; but as the total value of the new assets will be unaltered, each share will be worth half as much as an ordinary share on the present basis of capitalization.

The directors are satisfied that the profits of the company for 1918 will justify a dividend of 20 per cent on the ordinary shares as at present issued. If the reserve fund is capitalized and the ordinary share capital is thereby doubled, the directors propose a dividend of 10 per cent on the total ordinary shares as so increased.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the eight months ended April 30, 1919.

		Receipts.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918.....		4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660
October.....		22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....		24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December.....		20,280,990	1,550,028	1,027,251	472,580	196,696	23,527,545	2,991,440
January, 1919.....		8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
February, 1919.....		4,800,827	926,035	455,380	133,164	44,872	6,360,278	1,530,515
March, 1919.....		2,342,829	713,802	454,103	57,636	47,760	3,616,130	453,957
April, 1919.....		2,763,655	1,301,826	1,049,963	93,658	85,702	5,294,804	945,432
Total 8 mos. ending Apr. 1919.		89,888,219	7,376,316	6,124,887	1,634,010	817,238	105,840,670	12,822,048
Total 8 mos. ending Apr. 1918.		107,548,541	22,966,306	6,779,893	3,527,426	202,489	141,024,655	20,058,233

		Shipments.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	{ Lake	1,583,608	.....	.....	15,353	.....	1,598,961	-
	{ Rail.	562,535	377,450	162,115	32,505	3,499	1,138,104	1,466,940
October.....	{ Lake	12,420,727	.....	176,464	82,347	.....	12,679,538	-
	{ Rail.	394,922	322,160	177,649	18,923	24,054	937,708	985,655
November.....	{ Lake	30,171,908	.....	129,484	147,926	.....	30,449,318	-
	{ Rail.	1,496,891	1,070,895	246,709	21,518	57,880	2,893,893	1,200,120
December.....	{ Lake	6,393,269	.....	67,076	286,633	106,475	6,853,453	-
	{ Rail.	2,097,028	1,172,678	60,563	152,855	1,034	3,484,158	591,680
January, 1919.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	620,326	546,493	47,425	170,884	5,511	1,390,639	914,870
February.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	173,276	386,765	119,282	74,118	10,306	763,747	481,215
March.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	191,343	359,085	255,208	166,947	.....	972,583	248,515
April.....	{ Lake	9,804,833	111,613	1,162,575	160,348	159,305	11,398,674	-
	{ Rail.	186,641	468,153	35,255	32,709	.....	722,758	349,427
Total 8 mos. ending Apr. 1919.....	{ Lake	60,374,345	111,613	1,535,599	692,607	265,780	62,979,944	-
	{ Rail.	5,722,962	4,703,679	1,104,206	670,459	102,284	12,303,590	6,238,422
Total 8 mos. ending Apr. 1918.....	{ Lake	91,799,218	10,100,911	3,147,553	2,343,913	63,585	107,455,180	296,750
	{ Rail.	16,156,578	8,835,161	1,297,488	822,746	114,768	27,226,741	11,515,203

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, WINNIPEG INDUSTRIAL BUREAU, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

1123. **Automobiles and automobile accessories.**—A firm of manufacturers' agents devoting special attention to automobiles and automobile accessories are arranging to send a traveller to South American countries. They would like to get into communication with manufacturers of automobiles and automobile accessories, who are prepared to push trade in South America.

1124. **Picture-frame mouldings.**—An East Anglian company ask for the addresses of Canadian manufacturers of picture-frame mouldings.

1125. **Enamelled ware.**—An Edinburgh firm wish to secure the buying agency of a Canadian manufacturer of enamelled ware, for Scotland and the North and Midlands of England.

1126. **Sporting cartridges.**—A London firm desire the addresses of Canadian manufacturers who can export sporting cartridges.

1127. **Sulphate of ammonia.**—A Liverpool firm are interested in the above.

1128. **Broom and tool handles.**—A Liverpool firm make inquiry for the above in carload lots.

1129. **Brush blocks.**—A West Hartlepool firm ask to be placed in touch with exporters of the above.

1130. **Broomhandles, clothespins, and washboards.**—A West Hartlepool firm ask to be placed in touch with exporters of the above.

1131. **Canned salmon.**—A Liverpool firm ask for offers of $\frac{1}{2}$ -pound flat and 1-pound tall canned salmon.

1132. **Canned goods.**—A Liverpool broker just starting business on his own account would like to represent Canadian firms for lines of canned fruits, fish and condensed milk.

1133-1138. **Eggs.**—Six Liverpool firms ask to be placed in touch with Canadian exporters of eggs.

1139. **Poultry.**—A Liverpool firm ask for cabled offers with space guarantees for immediate shipment.

1140. **Condensed milk.**—A Liverpool firm wish to arrange for large purchases of the above under their own label or for sale of packers' brands on consignment.

1141. **Canned meats.**—A Liverpool firm ask to be placed in touch with exporters of the above.

1142. **Poultry.**—A Liverpool firm ask to be placed in touch with exporters of the above.

1143. **Wringing-machine rollers.**—A manufacturer of wringing machine rollers in England wishes to buy in Canada maple roller blocks, 20-inch, 22-inch, 24-inch by $6\frac{1}{4}$ -inch diameter, rounded and bored. Large quantities required.

1144. **Knitted fabrics.**—An established firm of manufacturers' agents having a large connection amongst the users of knitted fabrics in Leicestershire, Derbyshire and Nottinghamshire, England, wish to secure Canadian agencies.

1145. **Tool handles.**—A merchant having an extensive business in South Wales desires to secure supplies of tool handles in hickory, ash and maple from Canada. Handles required for all kinds of colliery, garden, agricultural and domestic tools in large quantities. Would also consider offers of pitprops.

1146. **Boots and shoes.**—A South African agent with twenty years' experience of the boot and shoe trade in South Africa is prepared to take up the representation of Canadian manufacturers for the Union.

1147. **Dry goods.**—An agent covering South Africa is prepared to take up the representation of Canadian piece-goods, underwear—men's and women's—and hosiery.

1148. **Foodstuffs.**—A South African commission agent is prepared to represent Canadian shippers of cereals and other foodstuffs.

1149. **Hardware.**—A Cape Town agent covering all centres of South Africa, requests correspondence *re* agency from Canadian hardware, tool and other iron-mongers lines.

1150. **Machinery.**—An engineering agent in Johannesburg is prepared to take up Canadian agencies for mining, electrical, chemical and mechanical manufactures.

1151. **Windmills.**—A Cape Town firm are keen on securing the Canadian agency for the Western Cape Province only, for a strong, self-lubricating windmill.

1152. **Cereals and foodstuffs.**—A Cape Province firm of commission agents are prepared to take up the representation for the Union of Canadian cereals and foodstuffs.

1153. **Iron and steel, manufactures of (not machinery).**—A South African commission house of long experience ask for correspondence *re* representation of Canadian manufacturers in iron and steel of all kinds except machinery.

1154. **Export or indent houses.**—A well-established South African firm are prepared to take up the representation for South Africa of a Canadian indent export or commission house.

1155. **Mining machinery and material.**—A Johannesburg engineering agent with established connections on the Rand mines, is prepared to take up Canadian agencies of mining machinery and material of all kinds.

1156. **Agencies.**—A firm of New Zealand commission merchants are establishing a branch office in Montreal with a view to making connections with Canadian manufacturers of hardware, saddlers' leather, pulp and paper, glass, electric wire and equipment and contrivances, hosiery and underwear.

1157. **Building material, etc.**—An importer in France would buy large quantities of prepared building material and boards, also telegraph poles, either treated with preservatives or not. Payments to be made to suit the vendors. Prices should be quoted cost, insurance and freight paid to French port if possible.

1158. **Leathers.**—A London firm are open to undertake the agency of a Canadian manufacturer of patent, box and willow calf leathers.

1159. **Canned fish.**—A Belgian correspondent asks to be placed in touch with Canadian exporters of canned lobster and canned salmon.

1160. **Bottles and glassware.**—Inquiry is made by a London firm for names of Canadian manufacturers of glass bottles, pressed and blown glass, cut glassware, and druggists' and chemists' glassware.

1161. **Raw furs.**—A correspondent in Switzerland wishes to be placed in communication with Canadian exporters of raw furs.

1162. **Wall paper.**—Inquiry is made by a Lincolnshire firm for names of Canadian manufacturers of wall papers.

1163. **Hosiery and underwear.**—A London firm seek the representation of Canadian manufacturers of hosiery and ladies' underwear.

PROPOSED SAILINGS FROM MONTREAL AND VICTORIA.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Scotian, C.P.O.S. Line, about May 21; *Megantic*, White Star-Dominion Line, about May 24; *Scandinavian*, C.P.O.S. Line, about May 23; *Minnedosa*, C.P.O.S. Line, about May 24; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about May 24; *Grampian*, C.P.O.S. Line, about May 29; *Corsican*, C.P.O.S. Line, about June 6; *Metagama*, C.P.O.S. Line, about June 7; **Empress of Britain*, C.P.O.S. Line, about June 10.

* Sails from Quebec.

MONTREAL TO LONDON.

Mendip Range, C.P.O.S.-Furness Line (Furness), about May 24; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about May 29; *Hambleton Range*, C.P.O.S.-Furness Line (Furness), about May 30; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about June 1.

MONTREAL TO ANTWERP.

Glenspean, C.P.O.S.-Furness Line (Furness), about June 5.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about May 23; *Montcalm*, C.P.O.S. Line, about May 25.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Line, about May 30; *Sardinian*, C.P.O.S. Line, about May 31.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about May 31; *Manchester Corporation*, Manchester Liners, about June 7.

MONTREAL TO LEITH.

Cairndhu, Thompson Line, about June 1.

MONTREAL TO BELFAST.

Fanan Head, Head Line, about June 3.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can. French Line, about May 25.

MONTREAL TO HAVRE (FRANCE).

Bilbster, Canadian-Trans-Atlantique Line, about May 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

A Steamer, Houston Lines, about June 5.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Egori, Elder Dempster Line, about May 25.

MONTREAL TO AUSTRALASIAN PORTS.

Adelaide, Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin
(*Port Chalmers*).

Rona, New Zealand Shipping Co., about May 31; *Yonne*, New Zealand Shipping Co., about June 20.

MONTREAL TO KINGSTON (JAMAICA) AND SANTIAGO (CUBA).

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about June 10.

MONTREAL TO TRINIDAD, BARBADOS, DEMERARA AND CUBA.

Canadian Voyageur, Can. Govt. Merchant Marine, Ltd., about June 6.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI AND HONG KONG.

**Manila Maru*, Osaka Chosen Kaisha, about May 28; *Katori Maru*, Nippon Yusen Kaisha, about June 2.

* Will call at Vancouver after discharging at Puget Sound ports if inducements are offered.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicaga Maru, Osaka Chosen Kaisha, about May 30.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Suwa Maru, Nippon Yusen Kaisha, about June 19.

TRADE WITH LETTLAND AND LITHUANIA.

(*British Board of Trade Journal*.)

In agreement with the other Associated Powers, His Majesty's Government have decided that trade relations with Lettland and Lithuania may forthwith be resumed.

It will, of course, be necessary for exporters to obtain licenses from the War Trade Department (now the Export License Department) before shipping to these territories goods of kinds which are prohibited to be exported from the United Kingdom; and importers in this country must obtain licenses from the Department of Import Restrictions before importing from the territories goods covered by the Prohibition of Import Proclamations.

The attention of exporters is called to the fact that goods sent to Lettland and Lithuania must be intended for the internal needs of those territories, and that connivance on their part at the re-exportation of any such goods to any country with which the resumption of trade has not been approved will render them liable to prosecution.

NOTE.—Canadian exporters and importers requiring licenses for export or import must apply to the Canadian Trade Commission, 113 Rideau street, Ottawa.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

R. A. Lewis, Acting Canadian Trade Commissioner, 501 and 502 Antigua Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

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No. 799.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Sir George Foster honoured by the Lyons Fair authorities—Mr. Lignon, president of the Fair, on the Minister's left, with Mr. Philippe Roy on the right. (See p. 961.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce.*)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919



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WEEKLY BULLETIN

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Ottawa.

Monday, May 26, 1919.

No. 799

LARGE QUANTITIES OF DOORS, SASHES, FLOORINGS AND LININGS REQUIRED IN AUSTRALIA.

A cable from the Canadian Trade Commissioner in Melbourne, Australia, to the Commercial Intelligence Branch of the Department of Trade and Commerce states that the Commonwealth Soldiers' Homes Department recently constituted is adopting an aggressive policy. The ultimate expenditure is estimated at about £50,000,000 sterling. They desire quotations c.i.f. Sydney and Melbourne for the following quantities of doors, sashes, floorings and linings delivered within twelve months: 60,000 four-panel standard doors 1½-inch thick; 120,000 sashes, 5 feet 10 inches by 2 feet 10 inches by 1½ inches; 70,000,000 superficial tongued and grooved flooring dressed one side, size 4-inch by 1-inch; similar quantity of linings, tongued, size 4-inch by ½-inch or ¾-inch. It is expected that similar quantities of materials will be required each year during the next five or six years. For the doors a preference will be given to red wood or clear pine. For the flooring a preference will be given to Douglas fir or Oregon pine, oak and pitch pine. For sashes a preference will be given to red wood or pitch-pine. British Columbia spruce would be acceptable for flooring and linings. It would appear from the preference expressed for these timbers that British Columbia would have an advantage over the eastern provinces of Canada in tendering. It is announced that Scandinavian countries have also been asked to tender, and as those countries do not produce the kinds of timber specified it may be that the manufacturers of Eastern Canada could compete with those of Scandinavia. The great difficulty is to get shipping facilities, but if shipping facilities cannot be obtained for the delivery of the whole quantity desired tenders may be made for smaller quantities.

It should be noted that Australian requirements will extend over a period of five or six years, but if Canadian manufacturers can make deliveries during the first year it will greatly increase their chances of doing business in future years.

British Columbia being much nearer to Australia than the provinces of Eastern Canada, it would not require so many ships to supply Australia's requirements from the Pacific province. On the other hand the eastern provinces of Canada are nearer to Australia than the Scandinavian countries.

CANADA'S PARTICIPATION IN THE LYONS FAIR.

We publish this week a report of the Lyons Fair, 1919, written by Mr. W. McL. Clarke, Canadian Trade Commissioner in Milan, Italy, who represented the Department of Trade and Commerce at the Fair. It will be remembered that Mr. Clarke wrote a report on the Lyons Fair, 1918, which was widely distributed among Canadian manufacturers.

The Commercial Intelligence Branch, Department of Trade and Commerce, sent out a general invitation to Canadian manufacturers to send exhibits to the Lyons Fair on the following conditions:—

1. The Department of Trade and Commerce would pay for the booths and the freight charges on samples from St. John, New Brunswick, to Lyons.

2. The manufacturers must either send their own representatives to Lyons at their own expense or arrange with reliable agents to represent them at the Fair, so that there would be some one in charge of each exhibit, ready to give information and take orders.

3. The Canadian Manufacturers Association would take charge of the allotment of booths to manufacturers.

In the first place, the manufacturers were not very enthusiastic about the Fair and it looked as if all the booths secured might not be required, but when the time for allotment of space had nearly expired a number of manufacturers became anxious to make exhibits and it was necessary to cable for additional booths.

It should be noted that while the Department of Trade and Commerce paid for shipment of exhibits from St. John to Lyons, the exhibitors had to pay railway freight to St. John; and the cost of representation in Lyons was considerable, whether the exhibiting firms sent their own representatives or arranged with agencies to represent them.

The Canadian Manufacturers Association, being asked to allot the booths to manufacturers, placed Mr. W. P. Hughes, Montreal secretary, at the disposal of the exhibiting manufacturers, and he worked energetically to get all the manufacturers' exhibits to St. John, New Brunswick, in time to go on the same ship. After the exhibits had been shipped Mr. Hughes went to Lyons as representative of the Canadian Manufacturers Association, his expenses being paid by the Department of Trade and Commerce.

At the request of Sir George Foster the Canadian Pacific Railway Company placed the services of their exhibition expert, Mr. E. R. Bruce, at the disposal of exhibitors, and his co-operation and advice in the arrangement of exhibits helped to make the Canadian exhibit the most attractive feature of the Lyons Fair, 1919.

Mr. Clarke's report follows.

THE FOURTH LYONS FAIR.

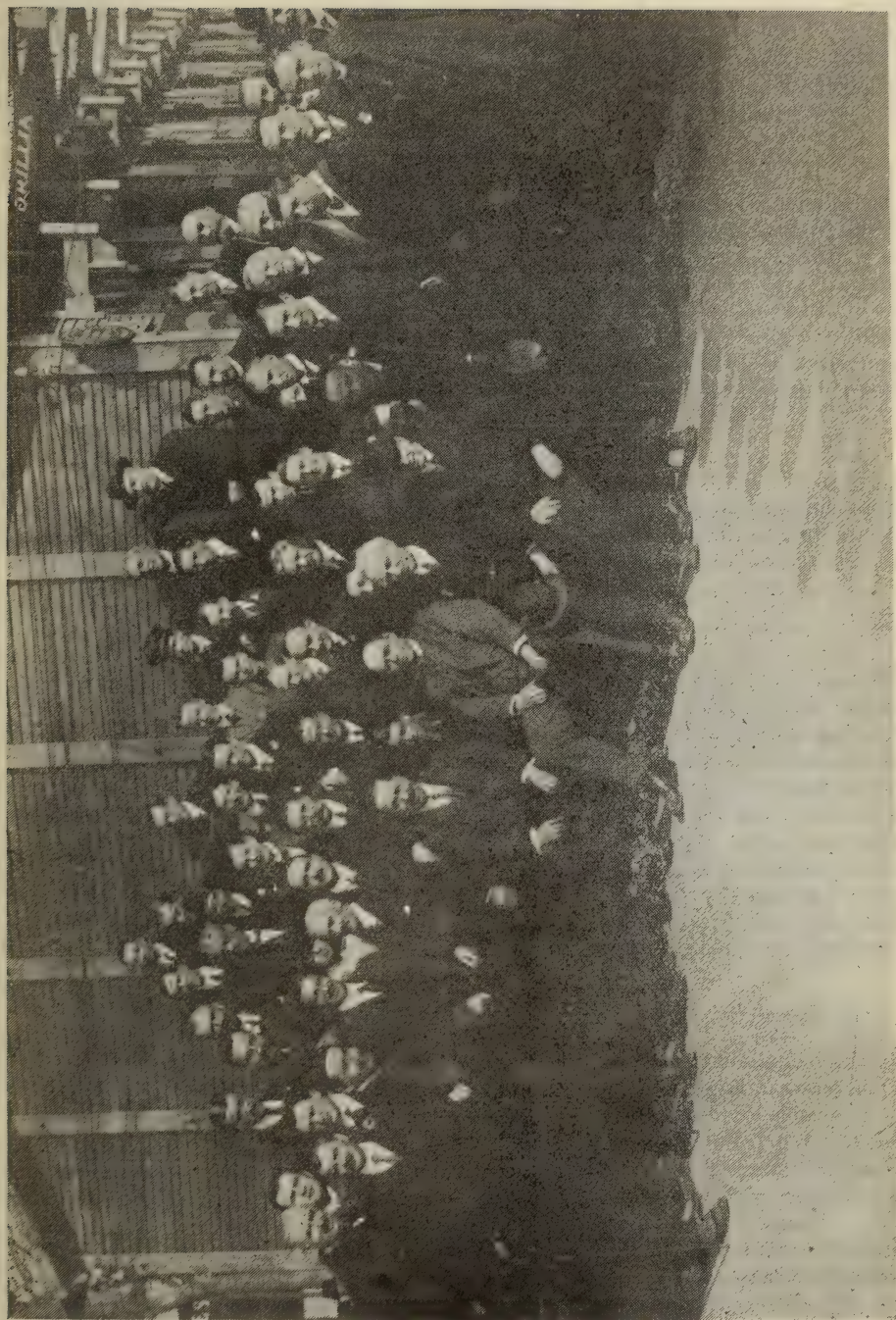
TRADE COMMISSIONER W. McL. CLARKE.

Milan, April 12, 1919.—The fourth Lyons Fair, which took place from March 1 to 15 of this year, easily outstripped its predecessors. Never during its three previous years' existence had so many manufacturers participated, and never before had such a number of buyers come together. Not only was the Fair more distinctly national but it was at the same time appreciably more an international institution. Designated this year the Fair of Victory, there was not lacking plenty of evidence to convince even the most sceptical that the success which attended this fourth Fair was an economic victory both for France and for all the participating nations, inasmuch as Leipzig has now been definitely outrivalled by Lyons. The German Fair in its long history can cite no assemblage so large or an assortment of samples so varied and of such excellent quality. In four years Lyons has achieved in many respects what Leipzig never accomplished. In fact ever since its inception the Lyons Fair has shown itself an economic weapon of high value which has been tried out and proven in most unfavourable circumstances. Its vitality and permanence were clearly established after the holding of the second Fair, and now with a four-year period of uninterrupted success to its credit the Lyons Fair shows signs of becoming, or perhaps more accurately put, of remaining the world's most important sample fair.

Statistics of Progress.

The following more important increases during the past four years in representation may be noted, the figures for 1919 being unrevised:—

Countries—	1916.	1917.	1918.	1919.
France and her colonies.. . . .	1,200	2,169	2,346	2,550
Switzerland.. . . .	77	163	102	155
Italy	43	105	40	157
Spain.. . . .	2	29	21	72
United States	4	25	527	618
Canada.. . . .	4	4	7	55
United Kingdom.. . . .	14	43	113	415



Canadian representatives in charge of Exhibits.

Increase in Valuation of Samples.

An upward trend is also evident in the value of the samples insured for the four successive years: in 1916 the valuation was 3,000,000 francs; in 1917, 7,000,000 francs, or 133 per cent increase over the preceding year; in 1918, 11,000,000 francs, or a 57 per cent increase over the preceding year and a 266 per cent increase over 1916; in 1919, 19,000,000 francs, or a 73 per cent increase over the preceding year and a 533 per cent increase over 1916.

Business Transacted.

The volume of business transacted at the Lyons Fair of 1916, 1917, and 1918 was 52,000,000 francs, 410,000,000 francs, and 750,000,000 francs, respectively. At this date of writing it is not possible to indicate the total amount of business done at the 1919 Fair. It may be predicted, however, with some degree of confidence that the amount of orders taken at the Fair of 1918 will be again approximately reached, if not surpassed, this year. Moreover, it is officially stated that certain of the manufacturers represented at the 1919 Fair made sufficient contracts, as a result of participation, to keep their plants working to capacity during the next three years.

Buyers at the Fair.

From the preliminary compilation of the number of buyers in attendance at this year's Fair, it is estimated that there were over 20,000 purchasing firms represented, exclusive of the buyers from Lyons and nearby districts.

What the Lyons Fair is.

As pointed out in a previous report, the Lyons Fair is strictly speaking not an exhibition. It does not consist of windows and showcases in which goods are on exhibit but of shops and offices, independent of each other, where each manufacturer or his representative—for such only are admitted as exhibitors—arranges his samples, patterns or models from which buyers make their purchases. No goods can be delivered during the Fair, but the orders received are executed later from the factory according to the terms of sale. Retail business is likewise precluded. Manufacturers here congregate from the several allied and neutral countries, while buyers on the other hand arrive from all parts of the world. In brief, the Lyons Fair may be described as an industrial and commercial synthesis or getting together of manufacturers and buyers who assemble periodically at Lyons to do business in this international market place.

Two Fairs to be Held Annually.

Up till the present the Lyons Fair committee has not restricted the exhibiting, as was the case at Leipzig, to any selected trade sections, and as a result practically every conceivable industry in some form or other has been represented. From now on, however, the Lyons Fair is to be held in two divisions and at two seasons—the spring and autumn. This step has been rendered necessary in order to accommodate all the firms who wish to attend, as hundreds of requests for space at the present Fair had to be sidetabled. The writer was informed that over a hundred and fifty applications from Great Britain and over two hundred from Italy alone were this year rejected. By the decision which the Fair committee has now taken, the Spring Fair, March 1-15, will be devoted to the following: heating and lighting, electric fittings, drugs, surgical instruments, general chemicals, textile machinery, church requisites, silks, skins and furs, hats, men's clothing, shirts, ladies' clothing, underclothing, hosiery, haberdashery, wool, cotton and other textiles, furniture, footwear, leather,

leather goods, glass and pottery, perfumery, toys, paper, printing, stationery, photographic materials, motor cars, jewellery, clock-making, arms and ammunition, aircraft industry.

The Fall Fair, October 1 to 15, will show industrial supplies, light hardware, metallurgy, general engineering, industrial buildings, india-rubber goods, electrical machinery, general building, musical instruments, agricultural products, dry food-stuffs, liquid food products, agricultural machinery, colonial products, colonial governments, transport.

The Range of Manufactures Shown.

To grasp comprehensively the variety of samples shown and the wide range of manufactures represented it is but necessary to analyse the different trade groups as given in the official catalogue. For reference purposes they are reproduced herewith:—

Group 1.—Total number of stands, 41.—Industrial supplies such as alcohol, lubricating greases and oils, corkwood, wire netting, transmission belting, etc.

Group 2.—Total number of stands, 59.—Small ironmongery, cutlery, sheet iron goods, household articles, contractors' supplies, mechanics', locksmiths', and carpenters' tools.

Group 3.—Total number of stands, 253.—The metallurgical group, including ores, crude castings, rolled iron and steel, beams, reinforced concrete, hammered metals, electro-metallurgical products, diverse metals, general products for metallurgical establishments, iron pins and bolts, heavy ironmongery and hardware, machine tools.

Group 4.—Total number of stands, 241.—General engineering devoted to machinery of all kinds, foundry castings, presses and pumps, turbines railway carriages, lifting, weighing, and measuring apparatus, heating apparatus, traction engines, locomotives and tractors, mechanical installations, coppersmiths' works, cocks and plugs.

Group 5.—Total number of stands, 31.—Industrial constructions, metal framework, builders' material.

Group 6.—Total number of stands, 14.—Rubber goods of all kinds.

No group 7 appeared in the Official Catalogue.

Group 8.—Total number of stands, 15.—Heating and lighting apparatus other than that operated by electricity, chimney building. *

Group 9.—Total number of stands, 105.—Electrical machinery, electric lighting accessories, telephony, electric wiring cable.

Group 10.—Total number of stands, 43.—Electric heating, electric bells and electrical accessories.

Group 11.—Total number of stands, 44.—Drugs, medical and pharmaceutical products, including herbs, serums, vaccines, yeasts and ferments, articles for wound dressing, disinfectants, laboratory articles of glass, medicinal waters, veterinary products, pharmacy requisites.

Group 12.—Total number of stands, 8.—Surgical instruments, operating requisites, dental supplies, X-rays, orthopaedic supplies, optical goods.

Group 13.—Total number of stands, 55.—Industrial chemicals, chemical manures, colouring products derived from coal tar, intermediary raw materials, dyeing and tanning extracts.

Group 14.—Total number of stands, 20.—Textile machinery.

Group 15.—Total number of stands, 3.—Religious requisites including church furniture, objects designed for church service, religious books and images, beads and chaplets, stained glass, sacred music.

Group 16.—Total number of stands, 105.—The natural and artificial silk industries including cocoons, laces and scarfs, ribbons, silk piece-goods, braids, tulles, velvets.

Group 17.—Total number of stands, 65.—Skins and dressed furs.

Group 18.—Total number of stands, 23.—Men's and ladies' hats, flowers, feathers and hat furnishings.

No group 19 appeared in the Official Catalogue.

Group 20.—Total number of stands, 49.—Readymade clothing for men and children, workmen's clothes.

Group 21.—Total number of stands, 34.—Underclothing for men, collars and ties.

Group 22.—Total number of stands, 46.—Readymade clothing for ladies.

Group 23.—Total number of stands, 60.—Lingerie, laces, embroideries.

Group 24.—Total number of stands, 91.—Hosiery, gloves, parasols.

Group 25.—Total number of stands, 50.—Corsets and trimmings, haberdashery, elastic tissues, sewing thread, buttons and press buttons, buckles, hooks and eyes, needles and pins.

Group 26.—Total number of stands, 81.—The woollen industry, natural and cleaned wool, woollen yarns, woollen textiles.

Group 27.—Total number of stands, 204.—Cotton, linen and hemp threads, ropes, cotton piece-goods, cotton drills, lawns, linen fabrics, jute fabrics, sheets and counterpanes, etc.

Group 28.—Total number of stands, 70.—Construction material for houses and house furnishings.

Group 29.—Number of stands not stated.—Musical instruments and musical publications.

Group 30.—Total number of stands, 103.—Boots and shoes.

Group 31.—Total number of stands, 69.—Leather and leather goods.

Group 32.—Total number of stands, 58.—Morocco leather, leather harness, leather articles for travelling.

Group 33.—Total number of stands, 97.—Ceramic ware, glass manufactures, earthenware, porcelainware, stoneware, pottery.

- Group 34.*—Total number of stands, 79.—Perfumery, brushes.
- Group 35.*—Total number of stands, 114.—Toys, nick-knacks.
- Group 36.*—Total number of stands, 15.—Small industries including photographic novelties, artificial eyes, packets for sending liquid samples through the mail, etc.
- Group 37.*—Total number of stands, 5.—Fruits, agricultural products, flowers and plants, seeds, slips, and displays by agricultural syndicates and associations.
- Group 38.*—Total number of stands, 142.—Solid food products, including cereals, wheat, flour, semolina, alimentary pastes, tapioca, biscuits, cocoa, chocolate, jams and marmalade, preserved fruits, vanilla, condensed milk, butter, cheese, spices, coffee, chicory, dried fruits, dried vegetables, mustard, soaps, teas, tobacco, canned fish and vegetables, sauces.
- Group 39.*—Total number of stands, 45.—Liquid food products including wines, vermouths, cognacs, champagne, rum, liquors.
- Group 40.*—Total number of stands, 66.—Agricultural machinery and implements.
- Group 41.*—Total number of stands, 52.—Paper and cardboard.
- Group 42.*—Total number of stands, 40.—Printing, general, scientific, classical and religious books, school books, postcards.
- Group 43.*—Total number of stands, 60.—The paper industry, typewriters, office supplies.
- Group 44.*—Total number of stands, 15.—Photographic supplies and cinema accessories.
- Group 45.*—Total number of stands, 27.—Devoted to publicity and trade marks.
- Group 46.*—Total number of stands, 15.—French colonial products.
- Group 47.*—Total number of stands, 124.—Devoted to Government exhibits and offices.
- Group 48.*—Total number of stands, 28.—Devoted to exhibits from northern French Africa.
- Group 49.*—Total number of stands, 93.—Motor cars, cycles and accessories.
- Group 50.*—Total number of stands, 30.—Jewellery.
- Group 51.*—Total number of stands, 40.—Clocks and watches.
- Group 52.*—Total number of stands, 20.—Devoted to transports and touring.
- Group 53.*—Total number of stands, 6.—Sewing machines, sporting articles.
- Group 54.*—Devoted to technical schools and instruction.

How the Samples are Housed.

To house this vast array of samples there is as yet no permanent building, although about one hundred exhibitors were allotted space this year in the first completed section of the Fair palace to which reference is made in the following paragraph. Up till now little wooden booths measuring as a rule 4 by 4 by 3.25 metres have served as the commercial forums in which the business is carried on. These small portable houses erected one against the other in long or short symmetrical rows are arranged along the city quays or in the public squares, where in their quaint picturesqueness they have been likened to miniature Swiss villages. A panelled glass front generally allows plenty of light to penetrate the stands and to show off the samples effectively. The inside of each booth affords about 15 square metres of space, which is fitted up according to the individual likings of the exhibitors. There is also a concrete building partitioned off into divisions similar to those of the wooden booths, although slightly larger, which is used for displaying the major part of the heavy machinery exhibits.

The Fair Palace.

The faith of the promoters of the Lyons Fair in its permanency and assured success led in 1918 to the laying of the first corner stone of the new Fair palace. This future home of the Lyons Fair—and it is now estimated that five or six years will be necessary for its construction—will consist of thirty-three four-story pavilions each communicating with the other and through which will run a central gallery 20 metres in width and 800 metres in length. In the middle of the palace a huge rotunda will be built 80 metres in diameter which can be used for fetes and conferences. The palace as planned will also cover 20 acres of ground, will hold 6,000 exhibitors, and cost approximately 25,000,000 francs. It is being constructed on the right bank of the Rhone.

Canada at the Fair of 1919.

Canada was only meagrely represented at the first three Lyons Fairs, as the foregoing statistics have indicated. Many more Canadian companies might have taken space, but owing to the war conditions prevailing attendance was not without difficulty and in the majority of cases impracticable. Given, however, Canada's determination

to increase and hold her export trade and to make her manufactured products more widely known in the world's markets, the Right Hon. Sir George Foster, Minister of Trade and Commerce, upon due consideration decided that a real Canadian effort should be made at the 1919 Fair, and that Canadian manufacturers would not only be invited to participate but that special facilities should be extended those firms which avowed their interest in going. To this end the Department of Trade and Commerce agreed to pay for the booths and defray the expenses connected with conveying the samples from St. John, N.B., to Lyons. With the active assistance of the Canadian Manufacturers Association the Department, by circularizing Canadian manufacturers and issuing a special report on the scope and successes of previous Fairs, interested 55 Canadian firms which intimated that they would not only prepare and forward samples of their products, but would undertake also either to send over a representative or to have their interests personally taken care of in other ways.

To supplement the showing of the Canadian manufacturers it was arranged that several Government Departments should make exhibits while the Canadian Pacific Railway and the Canadian National Railways decided to participate. That the highly creditable exhibition which was assembled rendered the Canadian section with accompanying attractions the Fair feature of this year, was the unanimous opinion of authorities in a position to judge.

The Canadian Section.

Although different reasons might be mentioned why the Canadian section may claim these premier honours, perhaps the most important lies in the fact that the 55 Canadian manufacturers and other Canadian exhibits were grouped together and thus formed the largest collective show of any one country at the Fair.



One of the entrances to the Canadian Section.

The Canadian section or "La Section Canadienne," as it was everywhere called in Lyons, was located in Place Bellecour, the most central square of the city, and occupied two rows of continuous booths, thirty-six on either side of a thoroughfare for buyers and visitors. Over the two entrances to the section were erected large artistically painted canvases, on which were depicted agricultural, industrial and shipping scenes in the Dominion, and which, surmounted by a representation of the Canadian beaver and by waving Canadian flags, at once challenged the attention of the visitor from whatever angle he approached. On the inside canvas the Canadian coat of arms was sketched in colours. On special brown linoleum in white lettering were printed for the top and sides of each stand V and panel signs, intimating to the passers-by the name of the firm exhibiting and the principal products by it manufactured. Long signs similarly done and with similar inscriptions were placed over the booths of the Canadian Government, Canadian Pacific Railway and Canadian National Railways exhibits. The inside of each of the stands—that is the walls and ceilings—was tastefully decorated in yellow and white.

Allocation of Canadian Stands.

Of the 72 stands comprising the Canadian section, 46 were allocated to the participating manufacturers, 3 to the Department of Mines, 5 to the Department of Agriculture, 2 to the Forestry Branch of the Department of Interior, 3 to the Government Railways, 2 to the Department of Trade and Commerce, 8 to the Canadian Pacific Railway, 1 to the Canadian Red Cross, 1 to the representative of the Canadian Manufacturers' Association, and 1 to the official representative of the Department of Trade and Commerce.

List of Participating Canadian Firms.

It has already been noted that there were in all 55 Canadian manufacturers showing samples at this year's Fair. In a few cases a stand was shared by two or more firms, while in other cases a manufacturer had two booths and in one case four, the allotment depending upon the request of the manufacturers and the space disposable. The following Canadian companies were in attendance:—

- London Concrete Machinery Company, Limited, London, Ont.
- Pedlar People, Limited, Oshawa, Ont.
- Beatty Brothers, Limited, Fergus, Ont.
- Canadian Industrial Alcohol Company, Limited, Montreal.
- Willards Chocolates, Limited, Toronto, Ont.
- Steel Company of Canada, Limited, Montreal.
- Frost & Wood Company, Limited, Smiths Falls, Ont.
- Dominion Textile Company, Limited, Montreal.
- Welland Vale Manufacturing Company, Limited, St. Catharines, Ont.
- Canadian Car and Foundry Company, Limited, Montreal.
- Amherst Pianos, Limited, Amherst, Nova Scotia.
- Amherst Foundry Company, Limited, Nova Scotia.
- Legace & Lepinay, Quebec.
- Canadian Polishes and Shoe Findings, Limited, Hamilton.
- Metallic Roofing Company of Canada, Limited, Toronto.
- The White Sewing Machine Company, Limited, Guelph, Ont.
- Goderich Organ Company, Limited, Goderich, Ont.
- T. S. Simms and Company, Limited, St. John, New Brunswick.
- Brandram-Henderson, Limited, Montreal.
- William Neilson, Limited, Toronto.
- The Asbestos Manufacturing Company, Limited, Montreal, Que.
- *Tudhope-Anderson Company, Limited, Orillia, Ont.
- *British American Wax Paper Company, Limited, Toronto.
- *Georgian Bay Shook Mills, Limited, Midland, Ont.
- *Dominion Abrasive Wheel Company, Limited, New Toronto.
- *E. T. Wright Company, Limited, Hamilton.
- *Canada Wire and Cable Company, Limited, Toronto.
- *William Cane & Sons Company, Limited, Newmarket, Ont.
- *William White, Montreal, Que.
- *Bishopric Wall Board Company, Ottawa.
- *David Maxwell & Sons, St. Marys, Ont.

*McKinnon Industries, Limited, St. Catharines, Ont.
 *Richards-Wilcox Canadian Company, Limited, London, Ont.
 *Carriage Factories, Limited, Toronto.
 *North American Bent Chair Company, Limited, Owen Sound, Ont.
 *Hamilton Stove and Heater Company, Limited, Hamilton.
 *Stauntons, Limited, Toronto.
 *McClary Manufacturing Company, London, Ont.
 *Laing Produce and Storage Company, Limited, Brockville, Ont.
 *Maritime Fish Corporation, Limited, Montreal.
 *Dominion Cannery, Limited, Hamilton.
 **Marsh Engineering Works, Limited, Belleville, Ont.
 **Metals-Chemical, Limited, Welland, Ont.
 **Pacific White Lead Company, Limited, Vancouver and Montreal.
 **Seaman Kent Company, Limited, Meaford, Ont.
 **Canada Foundries and Forgings, Limited, Brockville, Ont.
 ***Daoust, Lalonde & Company, Limited, Montreal.
 ***Pratt & Whitney Company of Canada, Limited, Dundas, Ont.
 ***Canadian Consolidated Rubber Company, Limited, Montreal.
 ***Duncan Electrical Company, Limited, Montreal.
 ***Massey-Harris Company, Limited, Toronto, Ont.
 ****Standard Chemical Iron and Lumber Company of Canada, Toronto.
 ****Beardmore & Company, Toronto.
 ****Taylor-Forbes Company, Limited, Guelph, Ont.
 ****Wettlaufer Brothers, Limited, Toronto.

Of the firms in the foregoing list those appearing without an asterisk before them sent representatives direct from head office.

Those companies marked with one asterisk were represented by the Export Association of Canada, although it may be pointed out that five of these concerns, i.e. The Canada Wire and Cable Company, Ltd., British American Wax Paper Company, Ltd., Stauntons, Ltd., McClary Manufacturing Company, and the Dominion Cannery, Ltd., also had representatives of their own at the Fair from Canada.

Two asterisks signifies that the interests of the company so marked were taken care of by the Comptoir Franco-Canadian although there was also present at the Fair the President of the Marsh Engineering Works, Ltd.

Three asterisks indicate that the general French agents had charge. In this number also, however, one firm, viz., Daoust, Lalonde & Company, Ltd., was personally represented from Canada.

As the representatives of the four firms designated with four stars were prevented from coming on to Lyons, the representative of the Canadian Manufacturers' Association supervised their exhibits.

Diversity of Canadian Samples Shown.

A careful reading of the foregoing list of Canadian manufacturing houses and an analysis of their products indicate the diversity and the representativeness of the Canadian exhibit. The samples included agricultural and other machinery, e.g., concrete mixing, hoisting, and mining machinery; agricultural implements, machine tools, iron castings, steel products, rolling stock, wire and cable, sewing machines, washing machines, pumps, churns, ladders, hardware of various descriptions, barn equipment, sanitary ware, metallic roofing, hardwood flooring, wallboard, box shooks, chairs, ready-made houses, small woodenware, wall paper, wax paper, leather, boots and shoes, chemicals, food products, tinned goods, chocolates, electrical supplies, carriages, stoves, brushes and brooms, paints, varnishes and white lead, rubber goods, asbestos products, textiles, musical instruments, grindstones, shoe findings and polishes, and enamelled ware.

To appreciate the wide range of manufactures shown from Canada it is only necessary to rearrange the foregoing products according to the Fair groups outlined above. Had the samples from Canada been placed in the 53 trade divisions instead of in a Canadian section, there would have been few of the groups which could not have claimed one or another of the Canadian exhibits. Only the divisions devoted to drugs, surgical instruments (practically all those shown were of French manufacture),

religious requisites with but three exhibits, silk (almost exclusively of French display), skins and furs, haberdashery, perfumery, toys and fancy articles, photographic novelties, jewellery and sporting goods, would have been without a Canadian participant.

Effectiveness of Canadian Exhibit.

No attempt will be made here to detail the layout of the individual Canadian exhibits. Owing to the lateness of the arrival of the goods due to transport difficulties, and in spite of the fact that a special Canadian military convoy superintended the bringing of the seventeen railway cars from Havre to Lyons, the representatives of the different companies had to work assiduously during the first few days of the Fair to make ready their stands and to ensure creditable displays. It may be stated, however, that these efforts were rewarded with conspicuous success. Although perhaps some firms had a more attractively prepared exhibit, and although perhaps others showed more tasteful wall, table, and shelf dressing, yet each stand reflected favourably on the company represented. It must ever be kept in mind that the Lyons Fair is a market place and not an exhibition properly so-called, and judged from this viewpoint the individual business rendezvous of each manufacturer was fitted up to interest buyers and not to attract casual visitors. No other part of the Fair showed better taste in general or particular display, nor in any other group could there be found manufactured products of the same categories as those of the Canadian samples which outclassed the exhibits of "La Section Canadienne."

The Government Exhibits.

The departmental exhibits of the Canadian Government included 15 stands, and it was estimated that between 15,000 and 20,000 people passed through this part of the Canadian Section practically every day of the Fair.

Canadian National Railways.

On entering the booths of these Government exhibits, one saw first the display of the Canadian National Railways, where many of the natural resources of Canada and not a few manufactured articles were on view. The visitor here could acquaint himself with Canadian grain, wood-pulp, minerals, and lumber in the log as well as sawed and in finished products. A wall exhibit of aeroplane parts constructed from British Columbia sitka spruce was especially attractive. Pictures of natural scenery throughout various parts of Canada enhanced the effectiveness of this display.

Forestry Exhibit.

Adjoining the Canadian National Railway booths was the exhibit of the Forestry Branch of the Department of Interior, where were shown finely finished specimens, individually labelled, of the most important commercial woods of Canada. A sample of stave piping and a section of creosoted wood-block pavement was also included in the Forestry collection. Moreover, many saw here for the first time maple sugar and syrup, and numerous inquiries were received as to their derivation and manufacture. Outside these booths a portion of a huge tree trunk afforded a concrete idea of the size to which some Canadian trees attain, although it was necessary to explain that much larger growths were indigenous to Canada.

Department of Agriculture.

From the Forestry exhibit the visitor passed to that of the Department of Agriculture. Its excellent display of Canadian apples, whose size, variety and colour evoked the highest admiration, was one of the most popular exhibits of the whole Fair.

Grapes, pears and peaches preserved in alcohol and placed in transparent glass jars were also a notable addition to the fruit display. Sheaf samples of Canadian grain were in evidence along a part of the back walls, while the specimens of Canadian flax on exhibit were a veritable revelation to buyers and visitors in the know of the linen industry. Other products shown were hemp, wool, flour, breakfast cereal foods, and condensed milk. Intensifying the attractiveness of this exhibit were electric transparencies which ran along the top of the whole exhibit and illuminated such subjects as Canadian sheep-rearing, the wheat fields and the fruit industry.

Exhibit of the Department of Trade and Commerce.

Between the exhibit of the Department of Agriculture and that of the Mines Department were the booths of the Department of Trade and Commerce. Large panoramic photographs, neatly framed, of the cities of Montreal, Toronto, St. John, Halifax, Hamilton, Vancouver, and the Montreal harbour, were hung on the sides and back walls, while arranged around the booths was a large number of coloured transparencies in specially prepared cabinets, giving views of Canadian agriculture, fish, forests, and manufacturing processes—among which were included the shipbuilding and aeroplane industries and reproducing scenes from Canadian cities. Much interest was also manifested in a transparency map of Canada. From the Trade and Commerce stands were distributed thousands of copies of a pamphlet printed in French on the industrial and commercial life of Canada.

Department of Mines.

The last part of the Government exhibit was devoted to the Department of Mines. About 267 specimens of Canadian commercial ores and minerals were displayed on cabinet shelves covered with green baize. Professors at the University of Lyons and other persons in a position to offer an authoritative opinion declared this the finest mineral exhibit which they had ever seen got together.

The Canadian Pacific Railway Exhibit.

Directly opposite the Government stands was the eight continuous booth exhibit of the Canadian Pacific Railway. It undoubtedly shared with the Government booths the premier honours of this year's Fair. On entering the first door of the exhibit, which was divided into five sections, the visitor stood opposite a large booth artistically finished off in Canadian white birch and prairie grass. On the back wall a large transparency map of the Dominion of Canada with the Canadian Pacific railway clearly delineated, together with its principal stations en route, formed the centre around which were grouped many smaller transparencies of the Canadian Pacific Railway hotels, Canadian cities and national parks.

The second section similarly decorated consisted of a mechanical model, operated by electricity, of the city of Fort William. Forming the background was a general view of the city itself, while the whole grain transshipment facilities, including the elevators, the freight cars and the cargo boats, were shown in actual service. A few minute's stop in front of this booth allowed the observer to obtain a practical knowledge of the world-famous grain-conveying system of Canada of which he had doubtless read but whose working was a secret to him.

The third section consisted of a mechanical model of the city of Quebec. Here thousands of Frenchmen saw this city, itself founded by a Frenchman, for the first time. By special electric devices day and night scenes were most graphically portrayed in which the cliffs, the Chateau, the ocean liners plying the harbour and the trains pulling into and out of the city, held the attention. Most realistic was the impression conveyed.

By means of the mechanical model in the fourth section the visitor was enabled to take an imaginary trip through the Canadian Rockies. One scene after another on the canvas done in natural colours fascinated the observer.

The fifth section of the Canadian Pacific Railway group of booths was used as an office from which were distributed many hundreds of pamphlets and picture post-cards on Canada and the railway. Several panels of Canadian commercial woods formed the back and side walls of this bureau.

Overhead and running along the entire five sections were coloured transparencies illustrating scenes of Canadian farming, mining, shipping, manufactures and natural beauty. On the far wall, which was trimmed with prairie grass, and across the 2½-foot aisle which was reserved for the visitors, were hung large sepia pictures in birch-wood frames showing Canadian Pacific Railway hotels, Canadian tourist resorts and scenic views throughout Canada.

Headquarters of the Department of Trade and Commerce.

The general office of the Department of Trade and Commerce in charge of the writer, who under instructions from the Right Hon. Sir George Foster, acted as supervisor of the Canadian section, was used as an information bureau, where visitors to the Fair and foreign importers were given details of Canadian industries not represented at Lyons. Inquiries about Canada's commercial development and other pertinent questions were also answered. Many callers from all parts of the world were received daily and considerable information about Canada was in this way disseminated.

Office of the Canadian Manufacturers Association.

Similarly furnished and connected by an open door with the head office of the Canadian Government, was the office of the Canadian Manufacturers Association in charge of its Montreal secretary, who represented the interests of the Canadian manufacturers at Lyons, and who spared no efforts to accommodate not only the Canadian representatives in attendance but to answer accurately any question about Canada's industries raised by the foreign buyers.

Canadian Red Cross Office.

The Canadian Red Cross stand was of unusual interest, showing as it did various samples of the comforts and Red Cross requisites which had been sent over to France from Canada.

Canadian Moving Picture Films.

Throughout the Fair there were shown in the Lyons Conservatory of Music, under the auspices of the Department of Trade and Commerce, moving picture films treating different phases of Canadian life—panoramic views of the Rocky Mountains, scenic trips in picturesque parts of the Dominion, the fishing industry, the grain harvesting, the Canadian forests and some of Canada's more important manufacturing processes. Six afternoon and five evening seances were given, the average attendance after the first two or three representations approximating 1,000 persons. Each programme was preluded with a five-minute talk in French explaining the nature of the pictures and inviting the audience to visit the Canadian section.

Canadian Military Band.

One of the greatest features of Canada's participation was the attendance of the Canadian Machine Gun Corps Band, which came to Lyons direct from Belgium under special arrangements made by Sir George Foster. From the very first day of its appearance, when it played throughout the principal city streets, it was enthusiastically

received by the townspeople and Fair visitors. Popular concerts were given every morning and afternoon during the second Fair week in the specially constructed bandstand of white birchwood just in front of the Canadian section in Place Belle-cour. Thousands of people came every day to hear the Canadian musicians and to applaud the popular, military and classical selections rendered.

Daily Meetings of Canadian Representatives.

During the first days of the Fair Canadian representatives formed themselves into a temporary committee for discussing the intensification of commercial relations between Canada and France. General meetings as a rule were held every evening at 5.30 p.m., and it was the expressed wish of the Canadians present that eventually at least some permanent organization, such as a Canadian Chamber of Commerce, be established at Paris for fostering Canadian trade with France.

Maple Leaf Pins Worn by Canadians.

It may be mentioned in passing that the Canadians were presented with a sterling silver maple leaf pin done in enamel which each member of the Delegation prominently wore during the Fair.

Visit of Sir George Foster and Party.

On the morning of March 12 the Right Hon. Sir George Foster, Mr. Philippe Roy, Commissioner General for Canada in France, and Mr. Lloyd Harris, Chairman of the Canadian Trade Mission in London, arrived at Lyons from Paris for the purpose of visiting the Fair. They were met at the station by two of the Fair directors, a party of Canadians and the Canadian Machine Gun Corps Band, which greeted their appearance on the station platform by playing "Canada" and the Marseillaise. The first day of the Minister's visit was taken up by inspecting the Canadian Section, calls were made at each of the 72 stands. In the afternoon the Minister and party attended the Canadian Cinema in the Conservatory, and later were present at the meeting of the Canadian representatives where a conference took place on various points arising in connection with Canada's participation and in which future trade intercourse with France was discussed. In the evening a banquet was tendered by Sir George Foster to the Mayor of Lyons, the Fair Directors and the Canadian participants, about one hundred guests being present. The music was provided by the Canadian Military Band.

The second day of the Minister's stay was spent in visiting several of the more important sections of the Fair, and at midday the President of the Fair and the Fair Committee offered a luncheon in honour of the Minister at which several of the Canadian representatives were present.

The Toast to Canada.

The principal toast at the Canadian banquet was to "Canada" which was proposed by the Senator-Mayor, Monsieur Herriot, and responded to by Sir George Foster. In an eloquent speech of over half an hour the Mayor referred to Canada's part in the war and spoke in appreciative terms of the Dominion's participation at the 1919 Fair, expressing the hope that more extensive trade relations between Canada and France would result therefrom. He asked Canada not to be discouraged at the present trade situation, as peace was not yet signed, but he fully believed once peace was concluded satisfactorily Canada might expect from France numerous demands for products of all kinds.

The Minister of Trade and Commerce replied first in French and then in English. His forcible and meaningful speech is reproduced hereunder.

Speech of Sir George Foster.

"I am not going to detain you very long, but there are two or three things that I must say. In the first place, I must thank the Mayor and my friend on my right (Mr. Lignon, President of the Fair Committee) for the sentiments they have expressed towards my country. I am the person to whom you have addressed them, not for any personal reason, but because I represent the country in reference to which you have so kindly expressed them.

"We are here tonight as Canadian business men. We do not disguise that fact. We do business at home; you do business here. We are here because we want to get business. You have invited us because you wish to do business with us; we are therefore both out for business, and we do not conceal the fact. Remember this—there have been five long years in which both of us in defeat and victory have stood side by side fighting for freedom and right, equally for us in Canada and for you in France. After those five long years, we are here to-day, having finished this war, and now see opened the path which leads to normal business, business which we hope will prove successful and permanent. We are here now, not solely to get profit from you nor do you meet us here in France to get profit from us, but we are both here to help each other in peace as we helped each other in war.

"There is no standing room for narrow selfishness in successful business, and the trade that we seek to build up must be free from selfishness as was the fight we waged during the period of the war. The nations having learned the lessons of the war must put selfishness aside, and look to generosity and equality in trade to rebuild what the war has destroyed. We wish to co-operate with you people of France in times of peace as we have co-operated with you during the war. We know something of your position and we appreciate it; we have also suffered in Canada, but it was infinitesimal compared with what you have suffered in France. And if we have something you need, we propose to offer it to you, and we propose to help you to get it.

"Canada had, during the war, practically shut up her peace industries to make munitions to sustain the war, and has sacrificed much to win the war; has incurred more than a billion of debt in order to assist the Allies. Canada is not a rich country yet she had to carry the burden, and has done it cheerfully, and now, in order to help France and Belgium, Roumania and Greece to rebuild their devastated territories, Canada has placed at the disposal of these countries, 500,000,000 francs that they may be assisted to buy the things they need most urgently. For not only must our business men join hands, but our governments must co-operate also.

"Now, sir, it is difficult for any man who has been through the experience of these last five years, in talking to his fellow-men, not to get on the strain of this terrible war. The war is over, you say! But Europe has its black trail still upon her; its blackness and darkness is yet to be eliminated. As in the several countries of Europe which were engaged in the struggle, it took nerve and courage and heroism and sacrifice to win the battle of these five years, so must the same qualities be kept in play for their reconstruction.

"The war is over, but our work is not yet half done. We have even a greater battle to fight economically and socially, and for this battle it will require the same bon accord, the same entente cordiale, the same co-operation and the same goodwill. The world has been crushed together by the pressure of gigantic force during these five years; its ignorance has been enlightened; its prejudices have been removed; its racial and creed differences softened; its selfishness turned into sacrifices, and its old creeds rent in pieces, and in their place has appeared the dawn of better days, and we can see the road to a better future in our different countries in all the fields of thought and action; and I put again to you, as I put to myself and to every one I meet—don't make the mistake of thinking that the world has come back to its old position because the armistice has been signed. We do not know even yet what the terms of peace will be, or if in Germany there will be any stable government to sign

it, or give it the guarantee of fulfilment. We do not yet know what will happen in this old world, in this gnarled Europe. We have difficulties in the new world, but the new world can no longer keep itself to itself, and the new world and the old world must henceforth co-operate in the work of world construction.

"Mr. Mayor, as the representative of Canada, I give you my most heartfelt thanks for the kind manner in which you have spoken of the country from which I come, the country which is nearer to you in some respects than any other foreign land by reason of race and by reason of early attachment—an attachment which I hope will never cease. Be assured that our country realizes the warmth and strength of this feeling and heartily reciprocates it. Surely the peace of the world, as far as France and Britain are concerned, can never be broken. Surely the peace of the world, so far as France and Canada, Australia, New Zealand and the other Allies are concerned, can never be broken. Too many of our soldiers are sleeping in your soil. Too much of our blood has enriched your land to allow that ever in the future we should draw the sword and wake the guns of war against each other. These sacred pledges we leave in your charge, and they are perpetual guarantees of a peace and friendship that will always exist between us. Were war ever threatened, these precious dead would rise from their graves and bid us cease.

"We must be optimists because the world has taken a step forward. We have learned to value things as we have never valued them before. There will continue to be national divisions. Nationalities are necessary just as homes are necessary, and as, although living in different homes, we must be neighbourly and love each other, so we through keeping national homes must not cease therefore to treat other nations as neighbours and friends.

"I am not here to criticize or find fault with the policy of your Government; that is not my business; it is for you to think these things out and formulate your policies. One thing, however, I am absolutely certain about is that undue restrictions and undue attempt to exclusiveness are not the lessons taught to us by this war. The United States joined the conflict towards its close. Previously influenced by their old-time traditions and by the Monroe doctrine, they held aloof from European and other world entanglements, secure in their distance therefrom and the wide protection from the intervening seas. But other views at last prevailed, and the United States came in the end to be a factor of a great and determining value to the Allied cause. She dropped the cloak of exclusiveness and stepped across the ocean, and from that time became part of the great alliance to end the war. How can she fail to take her share in the responsibilities of assuring that peace for which the war was waged?

"So, too, runs the vision of Canada. Vigorous now, potency lies in the future. Her territory is larger than that of the United States; she has arable lands stretching 3,500 miles from the Atlantic to the Pacific, and about 400,000,000 acres of cultivable soil of which now only 12 per cent is under tillage. Yet our field crops last year amounted in value to one billion francs. Think what it will be when the balance of our soil will be cultivated by a population of 100,000,000 people, where now only a population of 8,000,000 of people live. We are a coming country, and it is a great thing for us that thus early we have felt and obeyed the call of a noble ideal in common with the world's best, and it will still be a great thing for the world if, having obeyed the call, and marched in step with its liberty-loving people, it shall steadfastly walk in the pathway so chosen.

"Canada joined in the war at once when the call came, and it was no compulsory call sent by England to Canada. The call came from within Canada herself, the impulse from within. Within six weeks of the opening of the war this peace-loving country had put 33,000 soldiers on a war footing, and shipped them across the water, and since then in all has put nearly 600,000 men in khaki, and of these 500,000 have crossed the seas. Fifty thousand of these are resting now in the soil of France and Belgium, and the lips that kissed them "good bye" will never greet their return.

And this Canada did without thought of gain or hope of material reward. The soldiers fought not alone for the French or for the Allies or even for Britain. Canada fought also because she believed that if Germany mastered Europe there would be nothing noble left for us. The United States came to the same conclusion, and joined in the war for the freedom and liberty of this world. And so we have fought together for those five years, and so we should remain together in the future, working together to secure the fruits of our victory. And if the demon of selfish interests would have threatened the war of the last five years towards final victory, so in peace let no national selfishness be encouraged but let service and sacrifice co-operate in our financial and economic relations. The brotherhood of nations henceforth should reinforce the brotherhood of man."

Results Obtained.

Owing to import trade restrictions, the orders taken at the Lyons Fair by the participating Canadian firms were not so large as otherwise would undoubtedly have been the case. Yet total orders approximating 5,000,000 francs were actually written off, while prospective business amounting to well over 10,000,000 francs is obtainable just as soon as relaxations are made.

The value of the Canadian exhibit, however, cannot be told in francs and centimes alone. Upon this point there seemed to be an unanimous opinion. Commercial information of the most valuable and diversified kind in connection with export practice was gathered together in two weeks which by other investigating methods would have required months of time to acquire. The needs of many foreign markets in different lines—and buyers visited the Canadian Section not alone from France but from Norway, Sweden, Finland, Poland, Denmark, Morocco, Tunis, Algeria, Nigeria, Italy, Belgium, Switzerland, Spain, Portugal, Holland, Singapore, Turkey, Brazil, and Bolivia—were studied from first-hand sources, and in this way foreign trade customs were both consciously and unconsciously absorbed and an insight into many trade opportunities was had for the first time. Moreover, the forcible re-emphasizing of other opportunities, which Canadian manufacturers already knew were open doors, will also have its beneficial results. Looked at then objectively, the Canadian firms with one or two exceptions were fully satisfied with results at the Fair, and at the same time considerable business was done by not a few firms and at least some business by the majority, while substantial prospective business is actually in sight. Nor can the Fair medium for advertising Canadian products under the names of individual concerns be overlooked.

There is also the larger consideration—the significance of Canada's role at the Fair. Buyers and business men from the four quarters of the world learned something at Lyons of value about the Canadian natural resources and industrial capabilities, which were concretely presented. The impressions made on these men will not be shortlived and are destined to mean the turning of importing eyes to Canada. Then again the publicity campaign carried on in the French and English press relative to Canada's participation made possible a diffusion of Canadian economic information which should react most advantageously. In short Canada was made better known to a very large number of foreigners as a producer and as a manufacturer, and there can be no question that the "Found-in-Canada" and "Made-in-Canada" commodity will be more widely sought after as a result of the creditable participation effected.

Australian Participation.

The special section on Place Bellecour devoted to the Australian exhibit was indeed a worthy display from Canada's sister dominion, the sample products here shown giving the thousands of persons who flocked to these stands, twelve in number, a comprehensive idea of the resources and industries of the great Commonwealth. The fleeces and jarrah wood of Western Australia; the wool, the gold and alimentary



Views of the Booths.

products of Victoria; the varied manufactures of New South Wales, including such foodstuffs as butter, flour, sugar, meat extract, biscuits and jams, along with raw and tanned leather, wool and tobacco; the famous Karri lumber, the wheat, barley and potatoes of South Australia; the agricultural produce of Queensland, among which may be mentioned its maize, wheat, oats, barley and sisal hemp; and the agricultural and timber resources of Tasmania, were either all represented by specimens or described in nicely gotten up brochures. The wax models of South Australian fruits and the mineral collection from the properties of the Broken Hill Proprietary Company were particularly interesting. In fact the whole section, with its ceilings done in yellow and white sateens, its walls decorated with native grasses and wheat sheaves, and its large glass showcases, offered a most attractive and informative exhibit.

The Exhibits from the United Kingdom.

As at the Fair of 1918, the largest number of British industries represented this year were those of the textile group and analogous manufactures. Cotton and woollen yarns and textiles, plushes and velvets, various kinds of Irish linen goods such as cambrics and lawns, full lines of linen shirts and specialties, silk tissues, neckwear, hosiery and waterproof clothing, were each on display, and by houses of high standing. Among the other more important exhibits from the United Kingdom may be classed the general engineering and machinery, the electrical, the toy and leather stands. Included among the 415 British firms were still others showing essential oils, perfumes, toilet soaps, industrial chemicals, aniline dyes, office supplies, stationery, fancy goods, paints and varnishes, carpets, packing material, laboratory apparatus and surgical instruments.

One of the most notable exhibits, and in fact the largest individual exhibit at the Lyons Fair, was that of the well-known engineering firm of Sir W. G. Armstrong, Whitworth & Co., Ltd. A series of sixteen continuous booths accommodated this vast array of samples, models and photographs, embracing (1) a hydraulic metal-heating machine, drilling machinery, bullet-proof plate used in the construction of tanks, an 8-throw Diesel engine crank, stampings of beech blocks, high tensile steel, brass and bronze castings; (2) steel and brass models of marine shafting, models of a 3-inch anti-aircraft gun, of an 18-pounder on limber, and of a 12-inch gun on railway truck; (3) a number of photos of guns, heavy machine tools, forging presses, cranes, and parts of steel castings and forgings for ocean liners. On this display alone was expended about \$50,000.

It may be said without fear of contradiction that to the ever-ready and efficient co-operation of the Federation of British Industries, which itself occupied three stands at the Fair, was due in no small measure the excellent showing made this year by British firms.

France at the Fair.

Without France's silk display at the Lyons Fair one of its principal drawing-cards would be undoubtedly missing. Most educative and fascinating therefore was the group of booths devoted to this trade section in which more than one hundred French firms were represented. Not only was there a complete line of silk manufactures ranging from the cheaper qualities of all kinds of products to the latest designed luxurious tissues but the whole process of manufacture from the cocoons to the dyeing, printing and dressing of the finished article was shown.

Ladies' wearing apparel also constitutes one of France's most valuable contributions to the Fair. Even the most exacting woman could find her wants adequately provided for by the fashions here so lavishly displayed. With these "chic" creations assembled at Lyons the city promises to become the world's Mecca for buyers of such attire.

Moreover, in metallurgical and mechanical productions France was exceptionally well represented, and the samples and models shown in this group afforded cogent and plentiful evidence of the country's industrial status despite five years of desolating war. The most outstanding display in this group—in fact one of the Fair's leading features—was that of Messrs. Schneider et Cie., which was housed in a separate building. There the whole gamut of engineering could be seen—ingots, alloy-steels, forgings and castings, wheels and axles, tires, engines (steam and oil), machine tools, turbines and models of turbo-alternators, heavy machine tools, war and merchant vessels, torpedo boats, submarines and a complete pattern of a perfected Diesel marine engine. This famous company was founded as long ago as the sixteenth century, operates twelve factories and seven affiliated concerns, and in normal times employs 25,000 men.

Other particularly important French exhibits were those devoted to electrical engineering, automobiles (a special pavilion is provided for the Fair's motor-car section), pharmaceutical products, surgical instruments, constructional material, jewellery, china and ceramic ware, cotton and woollen textiles.

The French exhibits taken collectively point to two or three salient facts: (1) the consciousness France possesses that in her economic renaissance machinery and metallurgy will be no minor factors—at Leipzig these two groups were only introduced last year; (2) the advance which scientific research and applied science is making is fast undermining any German pre-eminence there may have been in this field; (3) the realization there is that there will be an increasingly greater demand for comfort and luxury on the part of those who are in a position to buy.

French Colonial Exhibit.

The stands devoted to the exhibits from the French possessions were indicative of the varied colonial resources upon which France may count in her reconstruction period, e.g., the cereals, silk and woollen goods of Tunis, the iron, copper, lead and agricultural produce of Algeria, the hides, rubber, graphite and plumbago from Madagascar, the oilseeds, gum, ivory and rubber of French West Africa, the rubber, ivory, cabinet woods, palm oil and other tropical produce from French Equatorial Africa, the many distinctive products of French Indo-China, the sugar, coffee, cocoa and spices from French Guiana, the fisheries of St. Pierre and Miquelon, and the embroideries, carpets, leather goods, pottery and agricultural products of Morocco.

The Exhibits from the United States.

There was a very full category of United States manufactures represented at the Lyons Fair. Among the more important were agricultural machinery, motor cars, tanned leathers, boots and shoes, machine tools, auto accessories, electrical supplies, dyestuffs, glassware and farm and household labour-saving devices. The foregoing is by no means, however, an exhaustive list, as the enumeration of the following other products will show: grindstones, pyrometers, cocks, office supplies, school furniture, picture post-cards, loose-leaf registers, calculating machines, asbestos products, pumps, oilcloth, corsets, cable, paints and varnishes, saws, files, drugs and perfumes, shirts, industrial alcohol, brass and copper, fountain pens, cash registers, rubber goods, sheet iron and metal work, pianos, cotton goods, chemicals, watches, smoking requisites, spark plugs, razors, asphalt paving, etc.

The United States Consulate at Lyons also had booths (3) in Place Bellecour for the display of American catalogues and for commercial information purposes. Many substantial orders were, it is understood, booked by cable, and this medium of participation when personal representation is not feasible seems to be increasingly commending itself every year.

Switzerland at the Fair.

The Swiss industries given up to watches and clocks, instruments of precision, electrical apparatus, machine tools and embroideries were well advertised at this year's Fair, while a diverse number of other products from Switzerland were also on display.

Italy's Part at the Fair.

It may be truthfully said that Italy showed no small quota of her manufacturing industries at the 1919 Fair. Figuring the more prominently were the following representative exhibits from the peninsula: metallurgy, general machinery, rubber goods, chemical products, hosiery, woollen tissues, gloves, hemp, flax and cotton textiles, porcelain, glass and ceramic ware, sculptured marble and art statuary, vermouth and automobiles, the last six named being the most distinctive and peculiarly Italian. In spite of the abnormal conditions which hampered the Italian houses from concluding



A Business Conversation.

larger business transactions, at least the intangible successes of participation were such as to lead the greater part of the Italian group to renew their engagements for the next Fair.

The Italian Chamber of Commerce in Paris also had offices on Place Bellecour which was used as a commercial intelligence bureau.

Spanish Exhibits.

From Spain the principal and larger number of exhibitors showed cotton and woollen yarns and textiles, although buyers learned at the Fair that they could also purchase in Spain corsets and corset tissues, hosiery, silk textiles, glassware, olive oil, soap, sponge tissues, jewellery, silverware and a special steel wire for needles and pins.

Exhibits from other Countries.

Electric motors and ventilators, electric pocket lamps, electrical supplies, optical goods, pharmacy apparatus, and Copenhagen china formed the leading Danish exhibits, Holland offered many varieties of velvet plushes, tapestries, window, horticultural and photographic glass, and ultramarine blues. Belgian agricultural machinery and lingerie were also on display, while in the booths of the Comptoir Franco Anglo-Russe could be seen the silks of China and Japan. Portugal sent wines.



The Canadian Machine Gun Corps Band.

Official Organizations with Stands.

In addition to the stands of the Federation of British Industries, the Italian Chamber of Commerce at Paris and the American Consulate at Lyons (already referred to), there were also other booths occupied by official organizations, viz: the Franco-Serb Chamber of Commerce, the Swedish Chamber of Commerce in France, the Argentine Consulate at Lyons, the Sherifian Government of Morocco, and Le Syndicat Lyonnais de Madagascars. These all served for the interchange of commercial information.

War Photograph and other Exhibitions.

A most interesting exhibit of nearly 800 war photographs was shown during the Fair at the Palace of the Conservatory of Music. Included in the selection were portraits of French military leaders, views of destroyed French villages, and scenes from the fighting zones on the French front.

In some of the municipal buildings the visitors could spend many instructive hours obtaining a knowledge of the work being done by French technical schools for boys, women, and wounded soldiers.

Conferences Held During the Fair.

There were held during the Fair several conferences to discuss economic and commercial problems. Two of the more important ones this year were on "French Work in Indo-China" and on "After the War Trade between France and Morocco." The French Colonial League also conducted conferences in connection with its moving picture projections in the Conservatory. Other film presentations were organized by the Lyons Chamber of Commerce, showing the silk industry in China, French Indo-China, Italy and France.

Distinguished Visitors.

That the Lyons Fair is attracting the attention of Allied and neutral Governments as well as official and semi-official commercial bodies is evidenced in the fact that a larger number of Government administrators and official delegates visited the Fair this year than ever before. In the list for 1919 may be noted the following: The Prime Minister of Australia, the Canadian Minister of Trade and Commerce, a Minister from Roumania's Government, the Swedish Minister at Paris, a member of the Italian Parliament representing the Ministry of Commerce and Industry, the late American Ambassador at Paris, the French Ambassador at Washington, the Chairman of the Canadian Trade Mission at London, the Commissioner General for Canada in France, a representative of the Quebec Department of Agriculture, the Dutch Consul-General at Paris, a Delegate of the Associations "Great Britain and France," a representative group of Moroccan caids, an official of the Swedish Chamber of Commerce, the Vice-President of the Tokyo Chamber of Commerce, an official from Tournai Chamber of Commerce in Belgium, and an Alsation delegation.

The Fair's Official Publications.

Each year the Lyons Fair issues a special catalogue containing the names of the exhibitors arranged (1) alphabetically, (2) according to trade sections, and (3) according to articles shown. This year the catalogue proper and the supplementary volume consisted of 566 pages so utilized while as many more were devoted to advertising matter.

There was also published daily a six or eight page ordinary size newspaper called *Le Journal de La Foire*, giving various news considered of interest to visitors. A list of the registered sellers and buyers was also inserted from day to day.

Conclusions.

Such is the record of the 1919 Lyons Fair. It is only natural to expect that in an Exhibition of this kind and of these proportions some imperfections are destined to creep in. That defects existed even the Fair Committee itself would not gainsay, and several just complaints and fair criticisms were made this year by the exhibitors which, given the willingness of the Fair Directors to co-operate and their desire to improve the organization, should go a long way to prevent the recurrence of experiencing these same difficulties again.

It is evident in the first place that the Fair Catalogue must be revised throughout and rendered absolutely authentic; (2) that ample mechanical appliances for handling goods in the Lyons freight yards must be installed; (3) that improved transportation facilities for conveying the cases of samples from the station to the Fair grounds must be provided and the freight congestion relieved; (4) that better and less expensive housing accommodation for out-of-town guests is essential; (5) that the original intention of making the Fair purely a business man's rendezvous could be advisedly adhered to and the casual sightseer only admitted to such groups as are for general exhibition

purposes. The decision to hold the Spring and Autumn Fairs from now on, and the plans underfoot for constructing a 6,000-room hotel by the Fair organization are presumably harbingers of still better arrangements.

It must in all fairness be said, however, that the Fair promoters had an exceptionally heavy task this year—applications and acceptances were far greater than ever anticipated—and that too in a period of abnormal conditions. That the Fair was the success it was is indeed a tribute to their initiative, energy and perseverance, and provided every effort is made to remedy the recognized shortcomings, congratulatory and not fault-finding can only be the comments on this year's accomplishment.

MOVEMENTS OF VISITING TRADE COMMISSIONERS.

Dr. J. W. Ross, of Shanghai, Mr. B. S. Webb, of Buenos Aires, and Mr. G. B. Johnson, who will shortly proceed to Rio de Janeiro, are at present visiting firms in Eastern Canada. Dr. Ross is at present in Montreal, while Mr. Webb is in Toronto, and Mr. Johnson is in the Maritime Provinces. Other Trade Commissioners are expected to reach Ottawa on or about the following dates:—

Mr. W. J. Egan, Cape Town, June 15.

Mr. J. E. Ray, Manchester, June 15.

Mr. W. A. Beddoe, Auckland, July 15.

Mr. Harrison Watson, London, September 15.

Communications for any of the above gentlemen may be addressed to the Department of Trade and Commerce, Ottawa.

THE BRITISH BUDGET, 1919-20.

CHIEF TRADE COMMISSIONER HARRISON WATSON.

Imperial Preference at Last.

London, May 2, 1919.—The outstanding feature of the budget which the Chancellor of the Exchequer, Mr. Austin Chamberlain, presented to the House of Commons last night, is the adoption of Imperial preference, and it is an appropriate coincidence that the measure should be introduced by the son of Joseph Chamberlain.

It is true that the present, as was stated by the Chancellor, is only "a small beginning," and he was careful to explain that what was propounded yesterday was not the general trade policy for the country, but merely action "to give effect and assent to the declaration of the Imperial War Cabinet and Imperial War Conference of two years ago, in which the representatives of the British Government concurred, that, as soon as possible, preference on duties now or hereafter existing should be introduced for goods of Imperial origin."

In the present budget it has only been possible to deal with goods on which import duties already existed, and as a matter of fact this limited list contains but few articles which are of interest to Canadian export trade.

The great feature, however, is the recognition of the policy of Imperial preference; and as the chancellor remarked, "from the small beginnings of to-day I hope that many members of this House will live to see a really wide structure of inter-Imperial trade develop."

Incidentally it may be remarked that it is admittedly impracticable to take more comprehensive action until peace has actually been signed and it is possible to arrive at decisions about various problems with which the future of British trade is indissolubly associated.

Before proceeding to details it is interesting to reproduce Mr. Chamberlain's statement regarding the methods which he has adopted, as follows:—

"In considering the form which preference is to take I have had four main considerations before me. In the first place, the preference should be substantial in amount. In the next place, the rates should as far as possible be few and simple. Thirdly, where there is an existing excise duty corresponding to the customs duty which is affected, the excise duty must be proportionately altered. We cannot give preference at the expense of the home producer. Lastly, in carrying out this policy, I have to remember the interests of our allies and, as far as practicable, to avoid increasing duties on their products for the purpose of giving preference."

Different Rates of Preference.

Upon this basis, distinction is made between those commodities which have been for a long period the subject of duty for revenue purposes, and consist almost wholly of articles of food, and those manufactured goods upon which import duties were first introduced in the Budget of 1915.

In the case of the former, the principal items of which are tea, coffee, cocoa, sugar, dried fruits, tobacco, to which is added motor spirit, the preference on empire goods is to be one-sixth of present duty, and in the second category, which includes cinematograph films, clocks and watches, motor-cars and cycles, musical instruments, the reduction is to be one-third of the ordinary duty, which is 33 $\frac{1}{3}$ per cent ad valorem.

As regards wines and spirits, somewhat different action has been taken whereby the preference for imperial spirits has been fixed at 2s. 6d. per gallon, but it is arrived at, not by a reduction from existing duties, but by a similar increase in the duty on foreign products. In the case of wines, ordinary duty upon which is levied at two rates according to strength, the preference would be 6d. a gallon on the lower rate of 1s. 3d., and 1s. a gallon on the higher rate of 3s., and as regards the present additional tax of 1s. a gallon on still wine and 2s. 6d. on sparkling, the preference is to be 6d. and 9d. respectively.

The Foodstuffs, etc., Involved.

In the principal article affected, tea, Canada has no interest, because the bulk of the supplies to the United Kingdom are grown in India and Ceylon, but it may be mentioned that the imperial preference at the present rate of duty amounts to 2d. per pound.

In the case of cocoa, one-half of the imports of which come from empire sources, the preference will be worth about 7s. per cwt. (112 pounds).

Of coffee, at present only about 20 per cent of imports are empire-grown, but the capability of production within the Empire is practically unlimited. The preference in this case is also worth about 7s. a cwt. Chicory is similarly affected.

As regards sugar, the value of the revenue from which, under ordinary circumstances, is more than double that accruing from tea, only a very small proportion, amounting to 7 per cent, comes from empire sources, but the present action, for which there has been a vigorous call from many sides for several years past, should give great impetus to sugar production within the Empire in view of the recognized sugar-growing resources of several of the dominions. In fact the matter is not without considerable future interest to Canada, where the production of beet sugar is making sure progress. Upon the present scale of import duties, the preference is worth about 4s. a cwt.

The preference also affects dried fruits and other articles of which sugar is of sufficient constituent to be the subject of import duty.

The preference should be particularly valuable to Canada in connection with the inauguration of the very considerable and growing trade in chocolates and other confectionery, candies, etc., which several Canadian manufacturers have recently secured in this country.

As to tobacco, of the present imports of which only 2 per cent are produced within the Empire, it is also clear that very considerable development is possible. A preference of one-sixth is equal to 1s. 4d. per pound on unmanufactured tobacco, a rate which governs the other classes.

Concerning motor spirit, of which about 18 per cent has been forthcoming from within the Empire, the preference means about 1d. a gallon.

The reduction in duties on Empire products comes into force from the 1st June in the case of tea, and from the 1st September in the case of other articles.

It should be explained that in the case of the above articles and others where excise duty is levied, a corresponding reduction will be made in fairness to home producers.

Manufactured Goods.

Motor cars, which include motor bicycles and tricycles and accessories and component parts, other than tires, together with musical instruments, are of considerable importance to Canada, and, taken in conjunction with the removal of the import restrictions, the preference should be of immediate advantage.

The reduction of duty comes into force from the 1st September.

Wines and Spirits.

While the preference on wines will not immediately affect Canada, the assistance must be of substantial value to both Australia and South Africa, where important wine-producing industries exist.

For a number of years considerable quantities have been imported into this country from Australia, in spite of prejudice in favour of older sources of supply, which definite preferential duty should help to dispel. The South African development is more recent, but the quality of some of the wines has been favourably commented upon.

Before taking leave of the subject, it should be said that, apart from Imperial preference, the budget is a remarkable one, the chancellor having to provide for the colossal sum of £1,434,910,000.

To meet this an estimated revenue of £1,201,100,000 is secured from existing and additional taxation, leaving a deficit of only £233,810,000, which is very much less than had been anticipated, and the result has created general satisfaction.

It suffices to state briefly that while the income tax rates remain unchanged, death duties on estates exceeding £15,000 have been considerably increased, and there are also large increases in the duties on spirits and beer.

Upon the other hand, the excess profits duty is to be reduced from 80 per cent to 40 per cent, and the luxury duty, foreshadowed in the previous budget, and which was so unfavourably criticised, has been abandoned.

In his calculations the chancellor has looked ahead to the impending return of normal conditions, when the necessity for the temporary huge expenditure for military purposes has disappeared, and it should also be mentioned that the £300,000,000 of excess profits duty, which appears in the estimated revenue for the new year, includes a large proportion of arrears, a circumstance which has substantially contributed to the improvement of the position.

Free Imports of Empire Paper.

Another important concession in favour of Imperial trade is announced to-day, whereby imports of paper from within the Empire are to be free from restrictions.

While the Government has abolished the paper control, which has been in existence almost since the beginning of the war, it is considered necessary to regulate imports during the transition period of reconstruction.

It is, however, announced that imports of paper and manufactures thereof, the produce of the British Empire, are to be admitted free of license, whereas imports from without the Empire will only be permitted under license, the conditions of which are as follows:—

1. *Writing or printing paper and other papers not included in clauses 2 to 6 (excluding newsprint).*—Import licenses will only be issued for qualities or descriptions falling within this category provided that the Board of Trade is satisfied that such qualities or descriptions of British manufacture cannot be obtained in sufficient quantities within the British Empire and / or that the prices demanded for such qualities or descriptions are unreasonable.

2. *Newsprint, glazed or unglazed.*—In reels or sheets (not containing more than 30 per cent mechanical pulp.)—Import licenses will be issued in this category:—(a) To the extent of 25 per cent of the tonnage of such paper purchased after this date which has been produced within the British Empire. (b) If the Board of Trade is satisfied that such qualities or descriptions of British manufacture cannot be obtained in sufficient quantities within the British Empire and / or that the prices demanded for such qualities or descriptions are unreasonable it may issue licenses in excess of the 25 per cent.

3. *Paper or cardboard, printed or coated.*—Coated paper includes carbon, but excludes sensitized photographic paper. Import licenses will be issued in this category:—(a) To the extent of 20 per cent of the tonnage of such paper purchased after this date which has been produced within the British Empire. (b) If the Board of Trade is satisfied that such qualities or descriptions of British manufacture cannot be obtained in sufficient quantities within the British Empire, and / or that the prices demanded for such qualities or descriptions are unreasonable it may issue licenses in excess of the 20 per cent.

4. *Printed matter.*—Printed forms, writing paper with printed headings, calendars, show-cards, picture postcards, Christmas and greeting cards, and other colour and lithographic printing (except as described in clause 3), including children's toy-books (consisting in regard to cover and contents of one-third or more of lithographic or other colour printing), will be almost totally prohibited.

Other printed matter, such as books, newspapers, periodicals, catalogues, price lists, and music, published in foreign countries, authors' typewritten and printed proofs, and legal and commercial documents may be imported without license from all sources.

Import licenses will also be issued under certain conditions for wrapping paper and cardboard.

TRADE NOTES FROM NEW ZEALAND.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, N.Z., April 17, 1919.—The close of the first quarter of the year shows business brisk. When outgoing freight rates are lowered money will be more plentiful. The rates from Great Britain have been greatly reduced and much produce now held in store would be released should outward freights drop. A new loan will shortly be issued, but this does not cause any dismay. The enormous purchases on the part of the Imperial authorities have provided money in plenty.

Imports into New Zealand.

Following are the values of the imports into New Zealand of some of the more important articles during the months of January and February, 1919 and 1918:—

Soft Goods—	1919.	1918.
Apparel.	£ 253,377	£ 143,836
Boots and shoes.	72,123	71,142
Carpet and oilcloth.	39,121	24,046
Drapery, n.o.e.	53,343	23,798
Hats and caps.	33,538	18,766
Hosiery.	92,440	37,657
Millinery.	30,294	21,646
Canvas piece-goods.	34,908	16,042
Cotton piece-goods.	759,636	218,356
Linen piece-goods.	14,871	6,334
Silk piece-goods.	126,560	66,152
Woollen piece-goods.	123,605	70,231
Hardware—		
Cement. . . . .	.....	152
Hardware.	41,714	32,422
Iron—		
Bar, bolt, rod.	8,739	22,397
Corrugated sheet.	8,722	13,056
Fencing wire.	15,847	21,210
Barbed wire.	2,755	8,343
Pig and scrap.	5,210	6,410
Pipes and fittings.	48,290	40,343

Imports into New Zealand.—Continued.

	1919.	1918.
Hardware—Con.		
Lead..	1,860	3,859
Machinery—		
Dairy..	31,199	17,189
Agricultural..	29,140	15,948
Electric..	85,535	66,065
Engines, gas, etc..	13,715	6,150
Mining..	2,054	2,425
Sewing..	5,473	3,437
Nails..	18,959	16,420
Railway and tram plant..	14,289	7,208
Tin sheet and block..	91,198	30,830
Tools..	23,113	15,778
Foodstuffs—		
Confectionery..	9,312	5,542
Fish, preserved..	10,060	47,868
Fruit—		
Dried..	16,528	47,137
Fresh..	19,534	26,095
Flour..	174	32,830
Grain, unprepared..	87,520	134,557
Jams, jellies, etc..	1,886	4,285
Milk, preserved..	1,801	6,985
Onions..	1,688	1,818
Pickles and sauces..	3,005	1,807
Rice..	10,071	25,152
Salt..	36,238	23,252
Sugar..	98,571	93,072
Beverages—		
Ale and stout..	1,296	3,599
Spirits—		
Whisky..	138,380	172,670
Other..	20,993	38,151
Wine..	8,371	12,766
Cocoa, coffee, etc..	13,318	8,867
Tea..	44,644	72,644
Miscellaneous—		
Bicycles (including motor)..	7,518	21,990
Books, papers, music..	49,870	33,178
Candles..	3,179	4,737
Carbide of calcium..	5,121	11,337
Coal..	28,396	23,356
Cordage and twine..	35,302	15,169
Cornsacks and woolpacks..	59,110	5,447
China and earthenware..	16,661	13,564
Glass and glassware..	26,304	18,754
Furniture..	5,737	4,084
Greases..	5,048	1,993
India-rubber goods (not including tires)..	7,216	13,170
Leather..	23,022	56,066
Leather manufactures..	16,688	10,382
Manures..	13,913	54,520
Matches and vestas..	4,072	13,461
Motor vehicles..	116,418	117,234
Oils—		
Benzine, etc..	161,759	56,940
Kerosene..	9,776	16,963
Castor..	83	1,199
Linseed..	10,431	13,231
Turpentine..	1,497	1,310
Other (specified)..	30,484	23,893
Paints, colours, varnish..	30,190	46,078
Paper—		
Printing..	37,984	60,106
Other..	60,588	23,458
Pianos..	4,121	12,173
Seeds, grass, clover..	25,040	40,472
Stationery..	32,325	19,089
Tobacco..	100,694	38,995
Cigarettes..	152,886	56,401
Cigars and snuff..	21,150	2,601
Timber, hewn, and sawn..	18,607	19,849
Specie..	34,948	—
Total all goods..	£5,105,552	£3,870,289

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for January and February, 1919 and 1918:—

	1919.	1918.
Soft goods..	£1,633,816	£ 718,006
Hardware..	447,812	329,642
Foodstuffs..	296,388	451,200
Beverages..	226,992	308,697
Miscellaneous..	1,102,190	861,250
Other goods..	1,362,406	1,201,494
Total goods..	£5,069,604	£3,870,289
Specie..	35,948	—
Grand total..	£5,105,552	£3,870,289

These figures are exclusive of gold specie or bullion, if any, since August 1 last. The total of merchandise shows a heavy increase on any previous corresponding period, but two months is a very short period on which to base any comparisons. However, it shows that goods are coming in very freely now.

Fully three-fourths of the increase is in the soft goods section, the total of which is more than doubled. Every line of soft goods shares in the increase, but over half of it is found in cotton piece-goods, the total of which is treble the corresponding period of either 1918 or 1917. For the full year 1918 this line showed an increase of over 50 per cent of the average of 1916-17. Some few other lines show 50 per cent to over 100 per cent increase, and the item boots and shoes is the only one with a smaller growth.

HARDWARE.

The hardware section shows increase over 1917 and 1918, but this division has shown steady decline since the war, owing to the difficulty in obtaining supplies. All iron goods, except pipes, show decline, while five of the six lines of machinery and tin show increase.

FOODSTUFFS.

Foodstuffs show a big increase on 1917 and 1918, and the bulk of the loss is in grain and flour, though most of the other lines have some share in the loss. Salt had a tremendous increase in 1918, and imports for the last two months continue about on the same scale as the year averaged. Imports of preserved fish, fruits, and rice were particularly light.

BEVERAGES.

The total of beverages is ahead of 1916 and 1917, though not up to 1918. Cocoa, coffee, etc., is the only line showing increase on 1918. The biggest line, whisky, is less than 1918, but is above the average for the whole of 1918. The decrease in quantity is much heavier, as will be seen in the table below. Imports of cocoa for the two months were 133,805 pounds (£11,803), and coffee 52,547 pounds (£1,515). There was a small import of potatoes—54 tons, valued at £328—in the two months.

MISCELLANEOUS.

The miscellaneous division and unclassified goods show fairly good increase. Fully half the items in the miscellaneous division, however, exhibit a decrease, the most notable of which are bicycles £14,000, leather £33,000, manures £41,000, printing paper £23,000, and seeds £15,000. The heaviest increases are petrol £105,000, cigarettes £96,000, tobacco £61,000, cornstacks, etc., £54,000, paper other than printing £37,000, cordage £20,000, and stationery £13,000. Referring to the table of quantities given below it will be noticed that kerosene has a very heavy decline, while petrol has a very large increase. Imports of cigarettes were 336,045 pounds, as compared with 750,313 pounds for the whole of 1918.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

Iron—	1919.	1918.	1917.
Bar, bolt, rod. tons.	313	1,100	1,781
Corrugated sheet. cwt.	4,053	6,946	4,218
Fencing wire. tons.	479	855	534
Barbed wire. "	84	311	293
Pig and scrap. "	566	580	2,695
Pipes and fittings. "	1,397	1,101	993
Wire nails. cwt.	6,468	10,629	10,666
Fish, preserved. lb.	217,712	1,170,297	691,151
Rice. cwt.	10,115	34,523	16,699
Ale and stout. gal.	3,155	10,157	28,924
Whisky. "	132,525	213,565	108,965
Tea. lb.	1,087,684	1,738,102	1,265,224
Candles. "	90,180	154,161	90,780
Matches. gross.	16,481	64,581	80,697
Carbide of calcium. tons.	113	200	168
Motor vehicles. No.	750	927	722
Benzine, etc. gal.	1,971,848	816,816	1,558,887
Kerosene. "	235,554	403,353	1,822,072
Linseed oil. "	29,887	36,620	36,943
Turpentine. "	6,452	7,864	33,344
Leather. lb.	78,554	114,453	172,030
Printing paper. cwt.	28,358	44,260	55,839
Pianos. No.	93	331	319
Tobacco. lb.	480,931	268,631	427,173
Cigarettes. "	336,045	161,392	62,287

A comparison of these quantities with respective values is somewhat interesting.

Trade of New Zealand.

The following figures give details of New Zealand's trade, imports and exports, with the principal countries of the world for the last two years:—

Countries—	Imports.		Exports.	
	1918.	1917.	1918.	1917.
United Kingdom.	£ 8,977,725	£ 8,817,513	£18,243,975	£25,333,371
Australia.	5,133,349	3,660,931	1,761,623	1,247,117
Canada.	930,964	757,061	1,793,576	961,653
South Africa Union.	43,856	56,392	718	1,588
India and Burma.	805,199	650,615	57,293	14,385
Ceylon.	319,498	363,613	992	2,172
Fiji.	939,341	1,203,372	136,076	167,024
Other British.	115,803	91,804	13,198	26,700
United States.	4,980,748	3,900,658	4,045,648	1,894,317
Germany.	393	733	.....	6
France.	33,783	33,731	810,007	481,792
Belgium.	2	414	1	—
Netherlands.	23,274	20,873	.....	—
Japan.	1,214,865	628,822	5,415	4,388
Other foreign.	715,144	742,726	1,604,975	548,646
Total.	£24,233,944	£20,919,259	£28,473,497	£30,683,159

These figures are inclusive of specie (other than gold), of which the exports were

£35,319 in 1918 and £69,975 in 1917, and imports were £102,215 in 1918 and £177,135 in 1917. The proportion of exports going to the Mother Country in 1918 was only 64 per cent, as compared with 82 per cent in 1917 and 81 per cent in 1916. This is accounted for by the big increase in the figures for Australia, Canada and the United States, also the big exports to Egypt, which were mostly if not all on account of the Imperial Government. United States is second-best customer with 14 per cent of the total, while Australia and Canada run close for third place with about 6 per cent each.

Of imports 37 per cent came from United Kingdom, as compared with 42 per cent in 1917 and 52½ per cent in 1916. Australia is second with 21 per cent, and United States follows with 20½ per cent.

TRADE OF NEW SOUTH WALES.

The following summary of the trade of New South Wales with oversea countries during the financial year 1917-18 (July 1, 1917 to June 30, 1918), has been forwarded by Mr. B. Millin, Canadian Commercial Agent, Sydney, New South Wales, under date of March 15, 1919:—

SUMMARY OF TRADE with Overseas Countries during the Financial Year 1917-8, July 1, 1917, to June 30, 1918.

Country.	Imports According to Country of Origin.	Exports.			Excess of	
		Australian Produce or Manufac- ture.	Other Produce or Manufac- ture.	Total	Imports.	Exports.
	£	£	£	£	£	£
British Possessions—						
United Kingdom.....	9,356,813	17,132,384	134,958	17,267,342		7,910,529
Commonwealth.....	39,218				39,218	—
Aden.....	1,017	19	135	154	863	—
Anglo-Egyptian Sudan.....	2,211				2,211	—
British East Africa.....		53	7	60		60
British Guiana.....	479				479	—
British Honduras.....	28				28	—
British North Borneo.....	147	6,418	36	6,454		6,307
British Solomon Islands (including Santa Cruz Islands).....	110,549	47,306	90,362	137,668		27,119
British Somaliland.....	3				3	—
British West Indies.....	26,302				26,302	—
Canada.....	783,351	326,008	779	326,787	456,564	—
Ceylon.....	653,973	33,140	1,387	34,527	619,446	—
Cocos Islands.....		978	57	1,035		1,035
Ellice Islands.....		385	465	850		850
Fanning Island.....		1,837	1,338	3,175		3,175
Federated Malay States.....	13,375	1,377	289	1,666	11,709	—
Fiji.....	331,914	298,209	249,166	547,375		215,461
Gilbert Islands.....	27,234	13,434	16,20	29,954		2,720
Gold Coast.....	629	3		3	626	—
Hong Kong.....	6,526	158,566	7,232	165,798		159,272
India (including Burma).....	1,847,825	3,754,50	159,535	3,914,115		2,066,290
Malta.....	481				481	—
Mauritius.....	1	2		2		1
Newfoundland.....	944				944	—
New Zealand.....	895,701	1,390,824	729,850	2,120,683		1,224,982
Niue.....			37	37		37
Norfolk Island.....	4,746	5,190	4,797	9,987		5,241
Ocean Island.....	33,464	12,625	6,876	19,501	13,963	—
Papua.....	101,535	54,427	119,849	174,276		72,737
Sierra Leone.....	23	24		24		1
Socotra.....	12				12	—
South Africa Customs Union.....	460,067	365,887	7,476	373,357	86,710	—
Straits Settlements.....	176,039	398,076	17,881	415,957		239,868
Uganda.....		3		3		3
Zanzibar.....	2,497	6,161	19	6,180		3,683
Total British Possessions.....	14,877,158	24,007,916	1,549,054	25,556,970	1,259,559	11,939,371
Foreign Countries—						
Abyssinia.....	284				284	—
Alaska.....	18,432	455		455	17,977	—
Algeria.....	22				22	—
American Samoa.....	6,502	7,082	3,695	10,777		4,185
Arabia.....	3				3	—
Argentine Republic.....	1,852	73,384		73,384		71,532
Austria-Hungary.....	394				394	—
Banka.....	18,563				18,563	—
Belgian Congo.....	46				46	—
Belgium.....	9,891				9,891	—
Bismarck Archipelago.....	111,062	85,377	179,677	265,054		153,992
Bolivia.....	3				3	—

SUMMARY of Trade with Overseas Countries, etc.—*Continued.*

Country.	Imports According to Country of Origin.	Imports.			Excess of	
		Australian Produce or Manufac- ture.	Other Produce or Manufac- ture.	Total.	Imports.	Exports.
	£	£	£	£	£	£
Foreign countries— <i>Con.</i>						
Brazil	16,032				16,032	—
Bulgaria	45				45	—
Canary Islands	41				41	—
Caroline Islands		9		9		9
Celebes	53,259	6,631	68	6,699	46,560	—
Chile	13	2,898		2,898		2,885
China	418,805	117,416	840	118,256	300,049	—
Cochin China	2,881	10,048	54	10,102		7,221
Columbia	1,404				1,404	—
Cuba	23,507				23,507	—
Curacao	31				31	—
Denmark	13,492				13,492	—
Dutch Borneo	49,297	11,854	3,378	15,232	34,065	—
Dutch New Guinea		807	741	1,548		1,548
Dutch Timor		493	5	498		498
Ecuador	8,379				8,379	—
Egypt	11,826	1,873,270	1,759	1,875,029		1,863,203
France	523,916	158,919	74,559	233,478	290,438	—
French Congo	99				99	—
French Sudan	88				88	—
German Samoa	11,649	36,994	37,313	74,307		62,658
German Solomon Islands		91	213	304		304
Germany	14,347				14,347	—
Greece	411	118		118	293	—
Guatemala	1,635				1,635	—
Hawaiian Islands	2,737	23,138	831	23,969		21,232
Italy	178,563	208,375	37	208,412		29,849
Japan (including Formosa)	3,070,437	2,684,101	43,230	2,727,331	343,106	—
Java	316,552	445,241	21,202	466,443		149,891
Kaiser Wm.'s Land		4,016	12,700	16,716		16,716
Korea	198				198	—
Madagascar	566				566	—
Madeira	488				488	—
Manchuria	22				22	—
Marshall Islands	14,456	5,256	6,008	11,264	3,192	—
Mesopotamia		20		20		20
Mexico	225				225	—
Moluccas or Spice Islands		2,504	617	3,121		3,121
Morocco	9,409				9,409	—
Netherlands	63,385				63,385	—
New Caledonia (including Loyalty Islands)	80,612	212,861	133,315	346,176		265,564
New Hebrides (including Banks Group)	33,433	32,920	44,923	77,843		44,410
Nicaragua	8				8	—
Norway	167,711				167,711	—
Panama		140		140		104
Patagonia	60				60	—
Persia	2,200				2,200	—
Peru	260	45,993		45,993		45,733
Philippine Islands	123,929	490,826	4,294	495,120		371,191
Pleasant Island (Nauru)	16,398	6,303	5,564	11,867	4,531	—
Portugal	5,226	5		5	5,221	—
Portuguese East Africa			151	151		151
Portuguese Timor		451	44	495		495
Reunion	27				27	—
Russia (includ. Finland and Siberia)	12,058	7,738	7,801	15,539		3,481
St. Thomas Island (West Africa)	14				14	—
San Domingo	445				445	—
Senegal	7				7	—
Serbia	25				25	—
Siam	1,420	1,918	2,470	4,388		2,968
Society Islands (Tahiti and Makatea)	3,930	12,791	1,152	13,943		10,013
Spain	30,301		186	186	30,115	—
Sumatra	219,433	32,267	5	32,272	187,161	—

SUMMARY of Trade with Overseas Countries, etc.—*Continued.*

Country.	Imports According to Country of Origin.	Imports.			Excess of	
		Australian Produce or Manufac- ture.	Other Produce or Manufac- ture.	Total.	Imports.	Exports.
	£	£	£	£	£	£
Foreign countries— <i>Con.</i>						
Sweden	207,061				207,061	—
Switzerland	352,376	19	444	463	351,913	—
Syria	6				6	—
Tenimber Islands (or Timor Laut)		23	30	53		53
Tonga or Friendly Islands	15	22,035	23,634	45,669		45,664
Tripoli	170				170	—
United States	8,410,475	5,526,024	213,784	5,739,808	2,670,667	—
Uruguay		31		31		31
Venezuela	389				389	—
Wallis Island		328	1,336	1,664		1,664
United Kingdom for orders		33,720		33,720		33,720
Colon for orders		50,710		50,710		50,710
Egypt for orders		25,527		25,527		25,527
Guam for orders		86,486		86,486		86,486
Hampton Roads for orders		82,520		82,520		82,520
Monte Video for orders		26,737		26,737		26,737
Panama for orders		76,993		76,993		76,993
Total, Foreign countries	14,642,828	12,533,863	826,060	13,359,923	4,846,010	3,563,105
Grand total	29,519,986	36,541,779	2,375,114	38,916,893	6,105,566	15,502,476

SUMMARY of Imports, according to Countries whence Imported, during the Financial Year 1917-18.

Country Whence Imported.	Value.
British Possessions—	
United Kingdom	£10,514,972
Aden	33
British Solomon Islands (including Santa Cruz Islands)	111,543
Canada	1,077,859
Ceylon	694,966
Federated Malay States	6,301
Fiji	337,882
Gilbert Islands	27,289
Hong Kong	293,784
India (including Burma)	1,708,868
Malta	33
Mauritius	2
New Zealand	1,130,804
Niue	8
Norfolk Island	4,812
Ocean Island	33,864
Papua	108,830
South African Customs Union	325,280
Straits Settlements	522,167
Total British possessions	£16,898,797

Foreign Countries—	
Alaska	£ 14
American Samoa	11,516
Argentine Republic	2
Belgium	382
Bismarck Archipelago	113,181
Brazil	37
Celebes	48,711
China	119,059
Denmark	13,007
Dutch Borneo	11,755
Ecuador	3,478

SUMMARY of Imports, according to Countries, etc.—*Continued.*

Foreign Countries— <i>Con.</i>	Country Whence Imported.	Value.
Egypt.. . . .		£ 10,758
France.. . . .		45,074
German Samoa.. . . .		4,191
Germany.. . . .		8,850
Hawaiian Islands.. . . .		4,393
Italy.. . . .		78,866
Japan (including Formosa).. . . .		3,101,162
Java.. . . .		376,925
Marshall Islands.. . . .		14,460
Netherlands.. . . .		3
New Caledonia (including Loyalty Islands).. . . .		92,278
New Hebrides (including Banks Group).. . . .		26,024
Norway.. . . .		160,075
Philippine Islands.. . . .		124,392
Pleasant Island (Nauru).. . . .		16,481
Reunion.. . . .		17
Spain.. . . .		41
Sweden.. . . .		202,681
Switzerland.. . . .		28,073
Tonga (Friendly Islands).. . . .		22
United States.. . . .		8,005,281
Total, foreign countries.. . . .		£12,621,189
Grand total.. . . .		£29,519,986

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN.

The following is the fifth of the series of reports from Mr. Egan on Canadian and United States imports into South Africa:—

Cape Town, South Africa, February 25.—In reviewing South African imports of iron and steel goods from Canada and the United States it was pointed out that there was not much prospect of fair indents in the near future in most of the lines mentioned. That condition will apply to only a few lines in the following review. As a matter of fact in a number of lines big business may be anticipated.

Imports of Wood and its Manufactures of.

There are several woods such as teak, jarah, mahogany, hickory, and oak, for which the figures of import are not given in this report, although in both hickory and oak there are fair exports from the United States. Ash is another line shipped in very small quantities from both Canada and the United States.

Pine.

The form of entry for this year's statistics of trade shows a separate heading this year on pitch-pine. Of this the United States shipped last year 687,000 cubic feet, valued at £50,343. This, coupled with pine shipments of last year, which totalled 685,377 cubic feet, valued at £59,814, will show an increase of trade on pine. The new method of entry is a decided advantage in making comparisons of trade with Canada's shipments of pine, although the whole of the pine entry from the United States is not all Northern pine, as there are some Southern woods shipped as pine which, as a matter of fact, do not really come under that heading. Canada's pine shipments dropped from 794,758 cubic feet in the year 1917 to 665,412 cubic feet last year, but the value increased from £37,890 to £52,825.

Poplar.

There is a good demand for poplar lumber in South Africa for shelving and carriage manufactures. Canada shipped about 1,000 cubic feet in 1917 and none last year, while the United States exports increased from 21,952 to 32,986 cubic feet last year, the value increasing from £3,471 to £7,129.

Spruce.

This is the first year in which spruce imports are shown as a separate heading of import. Canada's share of the trade was 325,846 cubic feet, valued at £32,409, and the United States shipped 1,921 cubic feet valued at £240. Canadian spruce is greatly in favour in South Africa for the making of box shooks, which is a big industry.

Wood, Manufactured.

Now that spruce is a separate entry there is not much of interest in this item of import, which for Canada dropped from 267,218 cubic feet valued at £16,837 to 1,810 cubic feet last year, and the imports from the United States dropped from 105,976 cubic feet to 7,819 cubic feet.

Flooring and Ceiling.

This import is usually in very big quantities from Sweden or Norway, as in normal times they ship to standard grades, and although some of these grades are very poor, the import under normal shipping conditions is likely to continue from that source, as the ocean freight is usually very much cheaper than from the Atlantic or Pacific ports. In this and other better grades of manufactured lumber, trade could be made to increase from Canada if there was some system of stocking the wood here, so that architects who are anxious for the better grades would be in a position to specify for them.

Other Lumber, Planed and Grooved.

As with flooring and ceiling, the imports from the United States increased last year over 1917. The import last year was 37,710 cubic feet, an increase of 11,200 cubic feet for a value of £8,744. Canada's share of the trade dropped from 27,480 cubic feet to 15,197 cubic feet, valued at £2,621.

Handles.

There was a limited repeat in orders for the maple tool handles last year, and shipments were very light from Canada. Canada's share of the trade dropped from £2,105 to £1,287 for last year, and the American exports also dropped from £4,927 to £2,823. A much freer use of local woods is being made in the manufacture of handles in South Africa. The import stocks in hand are not heavy, and good indents should be secured just as soon as a staple ocean freight charge is established.

Doors and Windows.

The manufacture of this line is another industry which has made big headway in South Africa during the past four years. There is, however, sure to be a good import trade. As a result of the British Columbia exhibit, one firm of dealers intend making a special effort with British Columbia doors, and have indented for a fair shipment with normal ocean freights. If Canadian doors and window frames were stocked in each centre, I am assured by architects that they would specify for them; and in connection with this I have been told by some of the leading architects that the Canadian standard size of Douglas fir deals for building purposes would also be used if they knew they were at hand and in what quantity.

Manufacture of Wood, N.O.D.

In woodenware and other lines of manufactured wood there has been a drop in quantity shipped from both Canada and the United States, although the American value has increased. The value of imports from the United States increased from £12,203 to £13,129, and Canadian trade dropped from \$9,823 in the year 1917 to £6,837 last year.

Staves.

There were no staves shipped from Canada last year, although some were indented. The import from America dropped from 248,311 staves in 1917 to 153,967, but the value increased from £3,944 to £4,877.

Furniture.

This item was one of the restricted imports, and only a few permits were granted early in 1918, which came into effect in the second half of the year. On such lines as Canada can ship in chairs, tables—dining, kitchen and fancy—bureaus and wash-stands, all k.d.s., big business is in sight as stocks are down to the lowest possible point, but for the present most of the new business placed will be with a restriction as to shipping, only when ocean freights are lower than the present rates, as with present rates the landed cost makes it impossible to sell in quantity. It is advisable to grant the lower ocean rates on these goods at earliest moment possible, as competition in price and low ocean freights are already in evidence, at least on chairs from other sources of supply.

School and Church Furniture.

The United States' trade in this line increased from £1,463 in 1917 to £2,371 last year. The last shipment of any consequence from Canada was in the year 1914, when there was a shipment valued at £710.

Imports of Paper from Canada and the United States.

The position in regard to import of paper during the year 1918 was a very difficult one, entirely due to shipping conditions; at the same time, with the exception of wrapping paper from Canada, whose manufacturers must be highly commended for their success in shipping efforts, the fact remains that American shippers secured more ocean tonnage space than the Canadian shippers, and the unfortunate part of this was that a big part of the American shipping was on Canadian paper which was freely offered at profiteering prices, and which, owing to the shortage from Canada, the printing establishments were compelled to purchase.

For the first time a complete range of Canadian papers of all kinds was submitted to the trade early last year, and hundreds of orders were placed, but again unfortunately the delivery was extremely poor, and I am now advised by several importers of bond, parchment, tissue and other papers, that it is only now, after a year's time, that they are being advised of other orders being under way, and delivery of all lines are to be exported within the next three months. A number of these importers are protesting in reference to price and bulk delivery within such a short period on paper which they bought a year ago for use during 1918.

In a general way the paper market is pretty well stocked, and with the exception of newsprint, new business in quantity must not be expected for some time to come.

In wrapping paper there have been some big deliveries from the Baltic suppliers, and it would seem as if this market was very full for some time to come.

Owing to loss at sea one of Canada's big wrapping-paper shipments never reached this country, which means a big difference in Canada's import figure to South Africa for the year 1918.

Paper Bags.

The quantity from Canada was much less, but the value of import is almost the same for the two years under review. Last year's value of imports from Canada was £1,566. The import of bags from the United States dropped in value from £27,048 in 1917 to £14,450 last year.

Paper, Wrapping.

Both Canada and the United States increased their export of this line. Canada's actual exports to this country are almost double the value of wrapping paper received in South Africa from Canada. The value of imports increased from £34,545 in the year 1917 to £55,364 last year. The value of imports from America last year was £29,931, showing an increase of over £19,000.

Paper, Hanging.

Canada's trade increased in this line and now that the wide English widths are being offered and the line is being shown by representatives, good results should be shown. The import from Canada increased from £508 to £1,717 last year, and the American import from £165 to £252.

Paper Board.

This is a line which will increase as there are many more users of Canadian board than before the war. Owing to loss at sea, the values received here last year do not indicate the real Canadian export. Canada's share of the trade last year was to a value of £6,684, and the United States is credited with a value of £22,574.

Cardboard Boxes.

The import of most of this range was on a collapsible box, folders or carton for egg crating. The value from Canada last year was £956, an increase of £784 over the previous year, and the import from America was £14,951, past double the imports of the year 1917.

Cards, Playing.

Although the manufacture of playing cards is a very special industry in South Africa, there is a big import of same. There are no imports from Canada, but the United States increased its exports from 195,061 packs in the year 1917 to 416,262 packs last year, showing an increase of value from £5,038 to £13,166.

Other Lines of Paper.

Under the heading of printed matter (not books), Canada increased its exports from £325 to £500, and the United States from £8,913 to £8,980. In stationery, Canada increased from £675 to £1,656, and the United States from £36,076 to £58,658. On printing ink Canada increased from £375 to £897 last year, and the United States from £4,550 to £5,644.

There are several other lines under this heading that are shipped from the United States, such as twine, maps and charts, music (printed), and photographs.

MATERIALS FOR AEROPLANE CONSTRUCTION REQUIRED IN JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, Japan, April 11.—Japan is making great strides in its preparation for the building of aeroplanes and the training of men to run them. Sixty French aviators are here training men, and yesterday a British aviator arrived to act as senior advisor. Large quantities of materials will have to be imported into Japan. Aeroplane spruce from British Columbia will find a good market here.

There are Americans here now in connection with selling engines, etc., for aeroplane construction. These Americans say that the factory of the Canadian Aeroplanes, Limited, in Toronto, which was recently closed down, was the most efficient plant in America.

THE MARKET FOR RUBBER FOOTWEAR IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, March 3, 1919.—Russian manufactories have developed to such an extent that in the past they were able to fully supply the demand for rubber footwear in this country. These factories are nearly all situated in European Russia, in the Petrograd and Riga districts, and as a result they are no longer able to operate and in many cases the equipment has been destroyed. Russia has in the past been the largest per capita consumer of rubber footwear of any country.

There is therefore a great dearth of rubber footwear on the Russian market, and buyers have come to look to America as the source of supply. The type of rubbers which are produced on the American continent, however, are not of a type popular in this country. The Russian type of rubber has a very stiff back, the uppers being stiffened by canvas. A splendid business could be done with this country by a manufacturer of rubbers of this type.

Siberian merchants as a rule place their orders for rubber footwear in the early autumn, and shipments have to be forwarded not later than the month of October. With regard to packing, the requirements would be similar to those used for other export markets. Importers here state that the American practices in this regard are satisfactory.

It would be highly desirable, if possible, to quote c.i.f. Vladivostok. If this could not be done, quotations f.o.b. Vancouver would be necessary.

Importers placing orders for rubber footwear with American manufacturers have paid for them by opening an irrevocable letter of credit with the order. Owing to the disturbed financial conditions of the country at the present time, manufacturers hesitate to extend credit in any shape or form to buyers here. This, however, cannot be permanent, since before the war the Russian market called for a credit say from three to nine months, and when conditions again become settled, our manufacturers will have to fall in line if they wish to claim their share of the trade.

Reasonable terms to quote during the present difficult position would be one-quarter cash with order, and the balance against delivery of shipping documents at Vancouver, or if possible at Vladivostok.

The duty, according to the revised Russian tariff on boots and shoes of gutta-percha bound or not with tissues, leather, buckles, etc., is 46½ kopecks a Russian pound, which is nine-tenths of an English pound. There are 100 kopecks in the rouble, and the present exchange value of the rouble is approximately 10 cents.

A revision of the customs tariff may be expected in the near future, but on such an article as rubber footwear, which is so urgently required, it may be expected that

the duty will be comparatively light, until such time as it is considered necessary to extend protection with the purpose of restoring the Russian industry to its former basis.

Correspondence should, if possible, be in the Russian language. With firms in Vladivostok letters written in English can usually be translated, but with points in the interior it is highly desirable to correspond in Russian. Advertising matter should in all cases be printed in the Russian language.

LISTS OF FISH IMPORTERS IN OVERSEAS COUNTRIES.

The Commercial Intelligence Branch of the Department of Trade and Commerce has received lists of fish importers from the Commissioner General of Canada in Paris, France, and from the following Trade Commissioners and Commercial Agents:—

Harrison Watson, Canadian Trade Commissioner, 73 Basinghall St., London, E.C., England.

D. H. Ross, Canadian Trade Commissioner, Box 140, G.P.O., Melbourne, Australia.

W. McL. Clarke, Canadian Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy.

A. E. Bryan, Canadian Trade Commissioner, 53 Main St., Yokohama, Japan.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam, Holland.

Edgar Tripp, Canadian Commercial Agent, Port of Spain, Trinidad, B.W.I.

WAR MEASURES—CANADA.

Withdrawal and Cancellation of Canadian Statutory List.

A proclamation by the Governor General, regarding trading or communications by persons in the Dominion of Canada with persons or firms on the Canadian statutory list, has been published in the *Canada Gazette* of May 10, 1919, for the information of all whom the same may in any wise concern.

Prohibited Exports: Cocaine and Opium and their Preparations.

An Order in Council (P.C. 1012) was passed on the 14th day of May, 1919, prohibiting the exportation of—

Cocaine and its salts and preparations,

Opium and its preparations,

Opium alkaloids and their salts and preparations,

to any destination outside of Canada except under license issued on the recommendation of the Minister of Trade and Commerce. (*Vide* memorandum of the Department of Customs 2314-B.)

Restricted Imports: Cocaine and Opium and their Preparations.

An Order in Council (P.C. 1011) was passed on the 14th of May, 1919, under which the importation into Canada of cocaine and its dry salts and preparations, opium and its preparations, opium alkaloids and their salts and preparations, is prohibited except under license issued on the recommendation of the Minister of Trade and Commerce.) (*Vide* memorandum of the Department of Customs 2315-B.)

Canadian Silver Coin, Silver Bullion and Fine Silver Bars.

An Order in Council (P.C. 2089) was passed on the 14th of May, 1919, cancelling Order in Council of 24th August, 1918 (P.C. 2089), which prohibited export of Canadian silver coin, silver bullion and fine silver bars. (*Vide* memorandum of the Department of Customs 2313-B.)

BRITISH EXPORT RELAXATIONS.

Northern Neutral Countries and Switzerland.

(*British Board of Trade Journal, May 1, 1919.*)

The British Board of Trade have announced that, by inter-allied agreement, on and after 25th April all commodities other than war material may be imported into the northern neutral countries and Switzerland without quantitative restriction.

With a view to obviating the delays of the existing system of guarantees against re-exports from the northern neutrals and Switzerland, the associated governments have agreed to the following modifications:—

On and after Tuesday, the 29th April, the issuance of individual guarantees against re-export as a condition precedent to the issuance of export licenses by the associated governments will no longer be necessary, on condition that—

(a) All shipments for Holland, Sweden, Denmark, Norway and Switzerland (where not already covered by individual certificates or guarantees) be consigned as follows for account of a named subconsignee—

As regards Holland, to the Netherlands Oversea Trust.

As regards Sweden, to the Handels Kommission.

As regards Denmark, to the Merchants' Guild, Copenhagen, or Danish Chamber of Manufactures.

As regards Switzerland, to the Société Suisse de Surveillance.

As regards Norway, to the appropriate importing associations, or, as regards commodities not covered by such associations, to the Inter-Allied Trade Committee, Christiania.

(b) In case any of the above-mentioned organizations should refuse to accept consignment, the shipments may be consigned to the local Inter-Allied Trade Committee for a named subconsignee. These local Inter-Allied Trade Committees will endorse the bills of lading (without any financial liability) on receipt of satisfactory guarantees from the importer. Information will be given as soon as it is known which of the above-mentioned organizations are prepared to accept consignment.

All individual licenses for export and guarantees against re-export which have actually been issued will remain in force, and export licenses will, subject to home requirements, be issued on guarantees already obtained.

An endeavour is being made to bring about some further simplification, and if this takes place an early announcement will be made.

It is suggested that in all cases in which guarantees have not already been obtained the exporter should get into touch with his importer with a view to ascertaining which of the methods of consignment should be followed.

The foregoing procedure will not apply to shipments of commodities specified on the free list, which may continue to be made free of all restrictions.

The associated Governments maintain, as heretofore, the principles of the blockade, and reserve the right to reimpose any or all of the restrictions heretofore in effect should circumstances later warrant such action.

INFECTED PULSE SEEDS BEING IMPORTED INTO THE UNITED KINGDOM.

The attention of the British Board of Agriculture and Fisheries has been drawn to the fact that Pulse Seeds containing live beetles or weevils are being imported into the United Kingdom, and that these beetles comprise species such as *Bruchus obtectus* and *Bruchus affinis*, which are not native to Great Britain, and might if established in that country prove a serious menace to the growing of peas and beans.

The Board have under consideration the steps which may be required to protect the United Kingdom from the importation of such infected seed, and they have suggested that exporters in the British Oversea Dominions should be informed of the risks to which their clients in the United Kingdom who purchase seed will be exposed, unless care is taken to ensure that all consignments shipped to that country are free from pea or bean weevils. The Board do not anticipate that exporting firms will find it difficult to secure sound seed for exportation and, in those few cases in which sound seed is not available, it is thought that the risk of infecting the United Kingdom might be avoided by effective fumigation before shipment.

TRADE CATALOGUES FOR PALESTINE.

(*British Board of Trade Journal.*)

The Chief Administrator, Occupied Enemy Territory Administration for South Palestine, desires to obtain as many catalogues as possible upon numerous import lines, all of which should find a profitable market in Palestine. Facilities for inspecting these catalogues will be offered to interested parties in Jaffa, Haifa, and Jerusalem, and it is conceived that they will tend in no small measure to the replacement of enemy importation by United Kingdom goods.

The main object is to draw inquiry; the question therefore of uncertain catalogue prices, he states, should not debar the sending of trade literature. Actual prices and delivery can be settled by correspondence with the manufacturers and gradual substitution of newer catalogues.

Catalogues in the three principal languages of the country, English, French and Arabic, are much appreciated, and were a great feature in the German pre-war trade propaganda.

The following are the principal imports required, and it is suggested that suitable firms should send their catalogues addressed to Headquarters, Economic Section, O.E.T.A., Jerusalem: Agricultural machinery and implements, flour-mill installations, all kinds of motors, furniture, bedsteads, enamelware, pottery, glassware, lamps, stationery, hardware, ironware, articles of construction, book-printing and book-binding machinery and types, boots and shoes, drugs and chemicals, brushes for painting and household, travelling bags and necessities, locks, musical instruments, typewriters, all kinds of tools, engines for petroleum and gas, perfumery.

AN AUSTRALIAN VISITOR TO CANADA.

Mr. Arthur A. Campbell, of W. W. Campbell & Company, Limited, general importers, of Sydney, New South Wales, will be in New York early in June. His address will be care of The Guaranty Trust Company of New York, 140 Broadway, New York. Mr. Campbell expects to visit Canada in July.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission:—

Foodstuffs of all descriptions may now be sent to Norway, Sweden, Denmark, Holland and Switzerland direct to purchaser without the guarantees against re-export required until recently. The removal of import restrictions on foodstuffs is a considerable relief to Canadian exporters. Much time was lost and worry was occasioned by the interchange of cables on shipments from the Dominion, and in many cases those being made via American ports were long delayed at the American border. The Canadian Trade Commission had frequently to hold export permits in abeyance. Any case of doubt will be promptly cleared if referred to the Canadian Trade Commission. Other goods may be sent to Norway, Sweden, Holland and Switzerland, consigned to the appropriate associations for named sub-consignees. Owing to the fact that the Danish Association is unwilling to accept goods for sub-consignees, it is considered inadvisable to consign goods other than foodstuffs to Denmark without the usual guarantees.

The broad lines of British markets for Canadian produce are given in a communication from Mr. Henry B. Thomson, of the Canadian Trade Commission, who is spending a short time in England in an advisory capacity to the Canadian Mission. The prospects for Canadian bacon, he thinks, are especially rosy. "Producers can sell all they can make for the English trade as fast as they can get it over. All Canada has to do is to keep up the grade and increase the quantity." He adds that in fats, lards, etc., Europe will take all that can be sent for a long time to come, and that cold storage tonnage on the Atlantic will be eased as soon as possible, as the Canadian Mission is concentrating on the shipping problem. Cheese will be an open market soon, and all Canadian butter that can be shipped would be promptly taken, and probably more than can be put aboard. Canadian eggs are badly wanted, and Mr. Thomson suggests that Canadian poultrymen, farmers and private individuals should speed up production. Dairy implements, cream separators and such machinery are "good live lines," and manufacturers should have a good chance in England. "Generally speaking," Mr. Thomson adds, "all Canadian trades which have sent men over here have done well, and as the news gets around this country they will do better."

THE FINANCIAL SITUATION IN GREECE.

(*Trade Commissioner Elliot G. Mears, Athens, in United States Commerce Reports.*)

In a recent issue of the *Economiste Européen* a few figures are given concerning the present financial situation in Greece. It appears that the war has been far from having a disastrous effect. In 1917, instead of a predicted deficit of 165,000,000 drachmas, the budget showed a surplus of 14,000,000. This difference is largely accounted for by the fact that the construction of certain public works was discontinued, and the treasury was able to profit by this circumstance to improve the situation. In 1918, in spite of a considerable increase in the salaries paid to Government employees, the surplus has risen to 168,000,000 drachmas. For 1919 there will probably be a deficit of 100,000,000, which will be covered by new taxes.

During the last fiscal year a total of 92,000,000 drachmas, as compared with 66,000,000 in 1917, has been applied to the national debt. (The normal value of the drachma is \$0.193.)

NEW INCORPORATIONS.**Dominion.**

Place Viger Terminal Cold Storage, Limited. Incorporators: Joseph Napoleon Cabana and Joseph Albert Lafrance, managers; Aloide Chausee, architect; Louis Maurice Cabana, student; Charles Emile Brodeur, electrician—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Montreal.

Northern Canada Traders, Limited. Incorporators: Grant Cooper and Addison Hall, barristers-at-law; Lilian Murray Heal, accountant; Lillian Dillon and Rita Hatton, stenographers—all of Toronto. Capital \$75,000, divided into 7,500 shares of \$10 each. Chief place of business, Ottawa.

Z. Limoges and Company, Limited. Incorporators: Armand Limoges, Antoine Limoges, Leopold Limoges, all merchants in Outremont, Que.; and Edouard Charles Locas, accountant; Leonidas Valois, manager—both of Montreal. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

Clark Brothers, Limited. Incorporators: Waldo Whittier Skinner and George Gordon Hyde, K.C.'s; John Gerard Ahern, advocate; Ronald Cameron Grant, accountant; and Elizabeth Russell McKenzie, stenographer—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, St. Stephen, N.B.

Ontario.

Green-Kirkland Gold Mines, Limited (no personal liability). Incorporators: James Edward Day and John Michael Ferguson, barristers-at-law; Gladys Louise Lee and Irene Hickey, stenographers; and Ella Edith Purvis, book-keeper—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

Herrick Gold Mines, Limited (no personal liability). Incorporators: Russell Evans and Daniel Sheriff, accountants; May Stern and Fanny Cox, stenographers; and Elsie White, book-keeper—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Petrol Oil and Gas Company, Limited (no personal liability). Incorporators: John A. Campbell, barrister-at-law; Jacob Henry Greenberg and John D'Alton Bradford, students-at-law; and Lillian White, stenographer; and Marie O'Brien, book-keeper—all of Toronto. Capital \$500,000, divided into 500,000 shares of \$1 each. Head office, Toronto.

Catharine Gold Mines, Limited (no personal liability). Incorporators: Harry Borgford, insurance agent, Dollie Dwyer, Pearl Devenny and Edith Brownlee, stenographers; and Edwin Wilbur Kearney, solicitor—all of Haileybury. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Haileybury.

Goldale Mines, Limited. Incorporators: William Hughes Beatty, James Young Murdoch, solicitors; Thomas Arthur Rogers, student-at-law; Isabel McIvor, book-keeper, and Marjorie Ellen Green, stenographer—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

R. D. Fairbairn Company, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; Samuel Davidson Fowler, solicitor's clerk; and Violet Moffat, accountant—all of Toronto. Capital \$200,000, divided into 2,000 shares of \$100 each. Head office, Toronto.

Rastall Lumber Company, Limited. Incorporators: Walter Schiess and Ruth Pauline Rastall, book-keepers; and Gwendoline Olive Scott, Carrie Bassett and Mary Eleon, stenographers—all of Toronto. Capital \$60,000, divided into 600 shares of \$100 each. Head office, Toronto.

Victoria Turbine Mixer Company, Limited. Incorporators: Charles Albert Couch, mining engineer; George Stevenson and John Macnab Wilson, brokers;

Walter Alan Sadler, barrister-at-law; and Gertrude Slater, company secretary—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Head office, Toronto.

Wood Air-Tight Valve Company, Limited. Incorporators: Melvin George Hunt, barrister-at-law; David McLaren, office clerk; Clarence Herbert McArthur and Stephen Boden Dawson, brokers, and Kathleen Bigley, stenographer—all of Toronto. Capital \$1,000,000. Head office, Toronto.

See and Smith Motors, Limited. Incorporators: Henry Hague Davis, Edward Henry Brower and Lawrence Alfred Landriau, solicitors; John Robertson Robertson, student-at-law; and Nellie Boynes, book-keeper—all of Toronto. Capital. \$100,000. Head office, Toronto.

West Tree Mines, Limited. Incorporators: Gideon Grant, Mervil McDonald, and Edwin Smily, barristers-at-law; Edith Ball and Lina Rogers, stenographers; Aileen Silk, student-at-law; and Carrie Turney, accountant—all of Toronto. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Head office, Toronto.

TENDERS INVITED.

Australia (Melbourne).

Tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railways, Melbourne. These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer File No. 20603). Tenders, in conformity with the specifications, are to be addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the approximate requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
32,375.	July 23, 1919.—	175 impedance bonds (for power signalling).

Australia (Sydney).

Specifications and plans for the supply and erection of a 60-ton electric crane, for the Sydney municipal council, Sydney, N.S.W., have been received from Mr. B. Millin, Canadian Commercial Agent at Sydney.

The specifications are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer File No. 17986.)

Tenders close on June 23 next.

MERGER OF PROMINENT BRITISH MACHINERY FIRMS.

(Trade Commissioner H. G. Brock, London, in United States Commerce Reports.)

A notable amalgamation in the British machinery trade has been arranged, according to the *Times* of April 4, by a combination between the well-known firms of Vickers (Ltd.), and Petters (Ltd.), the makers of the Petter patent semi-Diesel oil engine. During the war Vickers acquired the works at Ipswich which had been specially constructed and equipped for the manufacture of heavy-oil engines by the consolidated Diesel Co., and which have facilities for the economical manufacture of oil engines of the Petter type. These works are now being transferred to Petters (Ltd.), together with all equipment and stock on hand, and in return Vickers receive all patterns, drawings, designs, jigs, and special tools at present used for the construction of the Petter semi-Diesel oil engines, including all stock on hand and work in progress, with the relative patents, designs, good will, and orders on hand at March 31, 1919.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending May 16, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	2,188,779	682,677	551,854	217	41,226	3,464,753
Consolidated Elevator Co.	730,562	52,350	79,884	18,465	1,455	882,716
Empire Elevator Co.	654,856	175,681	97,720	22,948	3,472	954,677
Ogilvie Flour Mills Co.	832,929	60,121	176,436		11	1,069,497
Western Terminal Elevator Co.	980,811	46,344	25,574	42,763	1,482	1,096,974
G.T. Pacific	2,925,868	528,652	107,100	31,934	4,252	3,597,806
Grain Growers' Grain Co.	357,815	550,418	394,034		31,307	1,333,574
Fort William Elevator Co.	620,581	287,101	75,684	31,987	3,138	1,018,491
Eastern Terminal Elevator Co.	683,489	57,740	80,383		10,554	832,166
Northwestern Elevator Co.	348,843	27,673	23,675			400,191
Port Arthur—						
Port Arthur Elevator Co.	3,108,338	1,002,768	539,284		66,952	4,717,342
Sask. Co-operative Elevator Co.	945,905	252,353	195,709	79,372	16,105	1,489,444
Canadian Government Elevator	853,275	247,891	138,751	31,960	11,992	1,283,864
Can. Govt., o/c Imperial Government				62		62
Thunder Bay	351,094	499,483	117,623	16,929	4,404	989,533
Davidson & Smith	250,621	169,697	141,951		7,313	569,582
Eastern—Richardson	779,247	85,982	90,734	30,294	128,535	1,113,792
Total Terminal Elevators	16,612,013	4,726,931	2,836,396	306,931	332,198	24,814,469
Saskatoon Can. Govt. Elevator	274,492	879,936	118,390	1,522	†4,501	1,278,841
Moosejaw Can. Govt. Elevator	558,201	462,142	59,561	1,226	†3,672	1,086,565
Calgary Can. Govt. Elevator	442,645	392,522	72,477	1,077	†2,071	904,628
Vancouver Can. Govt. Elevator	35,244	61,531		220		96,995
Total Interior Terminal Elevators	1,290,582	1,796,131	250,428	4,045	25,843	3,367,029
Depot Harbour	325,981					325,981
Midland—						
Aberdeen Elevator Co.	65,856					65,856
Midland Elevator Co.	458,917		44,535		106,373	609,825
Tiffin, G.T.P.	Not reported.					
Port McNicoll	1,939,593	1,045	39,722			1,980,360
Collingwood						
Goderich—						
Elevator & Transit Co.	433,188	134,470				567,658
West Canada Flour Mills Co., Ltd.	479,054					479,054
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator	1,366,580		227,138			1,593,718
" Maple Leaf Milling Co., Ltd.	806,026					806,026
Prescott						
Montreal—						
Harbour Commissioners No. 1.	2,330,210	55,056	564,675			2,949,941
" " No. 2.	837,959	250,705	427,772			1,516,436
Montreal Warehousing Co.	1,424,284		123,781	12,994		1,561,059
Quebec Harbour Commissioners	582,918	65,662	172			648,752
West St. John, N.B.	395,472	11,644	51,594			458,710
Halifax, N.S.	116,119					116,119
Total Public Elevators	11,562,157	518,582	1,479,389	12,994	106,373	13,679,495
Total quantity in store	29,464,752	7,041,644	4,566,213	323,970	464,414	41,860,993

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended May 16, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		16,827	91,618		108,445
No. 1 Northern		4,323,411	945,637	3,294,579	8,563,627
No. 2 "		2,417,316	119,290	2,235,245	4,771,851
No. 3 "		2,139,196	59,179	1,563,868	3,762,243
No. 4 Wheat		3,220,668	5,688	1,331,723	4,558,079
No. 5 "		1,878,384	7,105	685,939	2,571,428
No. 6 "		2,067,003	7,333	1,274,280	3,348,646
Other		549,208	37,891	1,176,523	1,763,622
Australian			16,811		16,811
Totals.....		16,612,013	1,290,582	11,562,157	29,464,752
Oats—					
No. 1 C. W.		1,707		1,903	3,610
No. 2 "		361,928	200,811	35,107	597,846
No. 3 "		544,602	254,345	64,448	863,395
Ex. No. 1 Feed		564,765	322,501	118,815	1,006,081
No. 1 Feed		686,370	382,349	48,569	1,117,288
No. 2 "		1,782,619	534,291	155,550	2,472,460
Other		784,940	101,834	94,190	980,964
Totals.....		4,726,931	1,796,131	518,582	7,041,644
Barley—					
No. 3 extra C. W.		1,139		1,235	2,374
No. 3 C. W.		603,249	57,717	696,328	1,357,294
No. 4 "		1,496,472	121,280	373,521	1,991,273
Feed		186,889	28,934	21,419	237,242
Rejected		283,768	26,436	274,787	584,991
Other		264,879	16,061	112,099	393,039
Totals.....		2,836,396	250,428	1,479,389	4,566,213
Flax—					
No. 1 Northwestern Canada	62	190,066	1,697	12,994	204,819
No. 2 C. W.		68,911	500		69,411
No. 3 "		41,561	987		42,548
Rejected			57		57
Other		6,331	564		6,895
Imperial Govt.			240		240
Totals.....	62	306,869	4,045	12,994	323,970
Rye—					
No. 1 C. W.		4,457			4,457
No. 2 "		235,652	12,410	50,011	298,073
No. 3 "			1,426		1,426
Rejected		35,541		15,067	50,608
No Grade		12,467			12,467
Other		44,081	1,763	41,295	87,139
Totals.....		322,198	15,599	106,373	454,170
Corn			10,244		10,244
Total quantity in store...	62	24,814,407	3,367,029	13,679,495	41,860,993

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on May 17, 1919, with comparisons for Five Years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>May 16, 1919—</i>			
Terminal elevators.....	16,612,013	8,202,456	24,814,469
Interior terminals.....	1,290,582	2,076,447	3,367,029
Public elevators in the East.....	11,562,157	2,117,338	13,679,495
Total.....	29,464,752	12,396,241	41,860,993
<i>May 17, 1918—</i>			
Terminal elevators.....	848,039	5,944,059	6,792,098
Interior terminals.....	1,090,714	3,615,566	4,706,280
Public elevators in the East.....	5,012,547	6,204,820	11,217,367
Total.....	6,951,300	15,764,445	22,715,745
<i>May 18, 1917—</i>			
Terminal elevators.....	14,125,804	8,556,687	22,682,491
Interior terminals.....	3,877,696	2,346,513	6,224,209
Public elevators in the East.....	3,175,303	4,262,983	7,438,286
Total.....	21,178,803	15,166,183	36,344,986
<i>May 19, 1916—</i>			
Terminal elevators.....	11,601,665	5,434,735	17,036,400
Interior terminals.....	4,463,944	1,477,298	5,941,239
Public elevators in the East.....	9,511,751	6,610,330	16,122,584
Total.....	25,577,360	13,522,863	39,100,223
<i>May 20, 1915—</i>			
Terminal elevators.....	3,337,264	3,432,813	6,770,077
Interior terminals.....	260,017	421,999	682,016
Public elevators in the East.....	3,679,024	2,094,187	5,773,211
Total.....	7,276,305	5,948,999	13,225,304
<i>May 21, 1914—</i>			
Terminal elevators.....	6,960,152	9,869,759	16,829,911
Public elevators in the East.....	4,583,490	4,162,032	8,745,522
Total.....	11,543,642	14,031,791	25,575,433

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending, May, 16 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.	—	—	—	—
C.P.R., West St. John, N.B.	145,245	—	—	145,245
Government Elevator, Port Colborne, Ont.	—	85,074	—	85,074
Aberdeen Elevator, Midland, Ont.	—	—	—	—
G.T.R., Depot Harbour, Ont.	—	—	—	—
Collingwood, Ont., G.T.R.	—	—	—	—
Montreal Warehousing Co., Montreal, Que.	165,313	24,347	—	189,660
Quebec Harbour Commissioners, Quebec.	214,334	—	—	214,334
Maple Leaf Milling Co., Port Colborne, Ont.	—	—	—	—
Harbour Commissioners No. 1, Montreal, Que.	3,128	—	—	3,128
Harbour Commissioners No. 2, Montreal, Que.	1,564	—	2,189	3,753
Halifax, N.S., C.G.R.	63,821	—	—	63,821
Port McNicoll, C.P.R.	—	39,264	—	39,264
Goderich Elevator and Transit Co.	—	—	—	—
St. John, N.B., Can. Nat. Ry.	—	—	—	—
Midland Elevator Co., Midland, Ont.	—	965,152	—	965,152
Total.	593,405	1,113,837	2,189	1,709,431

CO-OPERATION IN THE BELGIAN WINDOW-GLASS INDUSTRY.

(Consul Charles Roy Nasmith, Brussels, in United States Commerce Reports.)

Following the formation of a co-operative association in the textile industry, the principal Belgian window-glass factories have just formed a co-operative association having its central office at Charleroi, Belgium. The following factories have joined this new organization:—

Verreries des Hammendes, Jumet.
 Verreries Bennert, Bivort & Courcelles reunies, Jumet.
 Verreries de Jumet, Jumet.
 Verreries de Mariemont, Haine-St. Pierre.
 Verreries Leon Mondron, Dampremy.
 Verreries du Long-Bois, Gilly.
 Verreries Gobbe-Hocquemiller, Lodelinsart.
 Verreries de la Marine, Jumet.
 Verreries de Binche, Binche.
 Verreries de Lodelinsart, Lodelinsart.
 Verreries de Jamappe, Jemappes.
 Verreries D. Jonet, Charleroi.
 Verreries J. B. Goffe & Fils, Lodelinsart.

The object of this co-operative association of the Belgian window-glass manufacturers is to further in every way the purchase of all machinery and materials necessary for the re-establishment of the industry.

The minimum amount of capital of this new association for expenses has been fixed at 224,750 francs (\$43,377), and this has been divided into 8,990 shares of 25 francs each, which have all been subscribed to and a first payment of 10 per cent has been made.

The principal Belgian window-glass manufacturers belong to this organization and have been named on the board of directors.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBER DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1164. **Butter box shooks.**—A London firm wish to receive quotations from Canadian manufacturers upon a specification of shooks for 5,000 butter boxes, required for delivery in South Africa by August. The bulk of the supplies are shipped to Durban, but a portion will be required to be delivered to East London. It is estimated that 120,000 of these boxes are required annually. Specification and other details on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1165. **Hardware, leather belting.**—A London company of wholesale hardware merchants wish to purchase supplies of the following goods, and invite catalogues and prices from Canadian manufacturers: Wire nails, bolts and nuts of all types, taps, dies and twist drills, malleable iron pipe fittings, forks and rakes, hacksaw blades, files, wrenches and spanners, steam wheel valves, and leather belting.

1166. **Gallon apples.**—A firm of London merchants desire offers from Canadian packers of gallon apples able to fill export orders.

1167. **Stationers' supplies, hardware, etc.**—A London firm, with a branch in India, would be glad to hear from Canadian manufacturers of stationers' sundries, such as flat wood rules, glass ink bottles, wire paper clips, penholders, drawing pins, paint brushes, letter clips, etc.; and also cutlery, enamelled hollow-ware, wooden goods, picture frame mouldings, brushes, druggists' sundries and toilet articles.

1168. **Raw leaf tobacco.**—A London tobacco importer who claims a good distributing connection among the trade, asks to be placed in touch with Canadian producers and shippers of raw leaf tobacco.

1169. **Agencies.**—A London firm are seeking agencies of Canadian manufacturers of heavy hardware, wire, wire nails, wire stationery clips, kraft paper, and other lines.

1170. **Eggs, butter and poultry.**—Inquiry is made by a London produce importer for names of Canadian shippers of eggs, butter and poultry.

1171. **Representation.**—A London produce house with extensive connections in Siberia would like to enter into correspondence with Canadian manufacturers seeking a market in that country.

1172. **Representation.**—A trading house at Brussels is open to take up the representation of Canadian manufacturers and produce exporters seeking a market in Belgium.

1173. **Wood wool or excelsior.**—A Lincolnshire firm ask for names of Canadian manufacturers of wood wool or excelsior.

1174. **Drugs, chemicals, etc.**—A correspondent at Brussels wishes to secure the representation for Belgium of Canadian manufacturers of drugs, chemicals, dyestuffs, varnishes, enamels, etc.

1175. **Agencies.**—A correspondent in the south of England wishes to take up agencies of Canadian manufacturers of tobacco, tobacconists' sundries, perfumes, toilet preparations, talking machines, canned goods, also druggists' sundries, patent medicines, blacking and polishes, confectionery and chewing gum, etc.

1176. **Enamel tinware.**—A London firm desire to get into touch with Canadian manufacturers of enamel tinware seeking representation in the United Kingdom.

1177. **Canned gallon apples.**—A London firm ask for names of Canadian packers of canned gallon apples.

1178. **Paper.**—A Manchester firm are prepared to act as agents for manufacturers or would purchase direct the following: news, printings, kraft, unglazed, glazed and M.G., M.G. sulphite, grease-proof, tissues, glazed casings, ochre glazed, papers for bag-making, etc. In submitting samples and prices it is requested that mills state widths of their machines and minimum substance they go down to in each quality.

1179. **Produce and grocers' sundries.**—A Manchester commission agent is open to represent exporters of all kinds of produce, including breakfast foods and grocers' sundries, or would purchase direct.

1180. **Paper.**—A firm of paper merchants and agents in Manchester are anxious to represent Canadian manufacturers of all kinds of paper, particularly newsprint, not already represented in the United Kingdom.

1181. **Chairs.**—A Manchester commission agent is open to represent a Canadian manufacturer of chairs.

1182. **Electrical accessories suitable for power and lighting.**—A Glasgow firm are interested in the above.

1183. **Car lighting sets and accumulators.**—A Glasgow firm are interested in the above.

1184. **Wire nails.**—A Glasgow firm asks to be placed in touch with manufacturers of wire nails with a view to future business.

1185. **News, kraft, and coated art papers.**—A Glasgow firm asks to be placed in touch with Canadian exporters.

1186. **Tool handles.**—A Glasgow firm ask to be placed in touch with exporters of tool handles.

1187. **Enamelware.**—A Glasgow firm ask to be placed in touch with exporters of enamelware.

1188. **Bee appliances.**—A Glasgow firm are interested in bee appliances.

1189. **Lawn mowers.**—A Glasgow firm asks to be placed in touch with exporters of lawn mowers.

1190. **Cycle wrenches.**—A Glasgow firm who have been importing cycle wrenches from the United States ask for a Canadian source of supply.

1191. **Handles, ash, hickory, all kinds.**—A Glasgow firm wish to get into communication with Canadian exporters.

1192. **Plyer saw sets.**—A Glasgow firm ask to be placed in touch with exporters of plyer saw sets.

1193. **Sewing machines.**—A Paisley firm wish to hear from exporters of sewing machines.

1194. **Mangles and wringers.**—A Paisley firm is interested in importing mangles and wringers.

1195. **Bacon.**—A Belfast firm ask to be placed in touch with unrepresented exporters of bacon.

1196. **Clover and other seeds.**—A Belfast firm ask to be placed in touch with Canadian exporters.

1197. **Horse and hair clippers.**—A Glasgow firm who have been obtaining horse and hair clippers from the United States ask for a Canadian source of supply.

1198. **Plumbers' supplies and fittings.**—A Scotch firm asks to be placed in touch with Canadian exporters.

1199. **Sanitary woodenware.**—An Aberdeen firm would like to hear from Canadian exporters of sanitary woodenware.

1200. **Wood casings for electric wiring.**—An Aberdeen firm ask to be placed in touch with Canadian exporters.

1201. **Rough tanned leather.**—A Glasgow house would be glad to hear from Canadian exporters.

1202. **Nuts and bolts.**—A Glasgow firm ask to be placed in touch with Canadian exporters.

1203. **Fencing wire.**—A Glasgow firm are interested in fencing wire.

1204. **Coal tar.**—A Glasgow firm ask for a quotation on 800 tons (long) of coal tar or substitute for shipment to South Africa. Prices are asked for c.i.f. Durban or Delagoa Bay. Specification may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1205. **Electrical fittings for motor-cars.**—A Glasgow firm would like to hear from exporters of lighting sets and accumulators.

1206. **Electrical cooking appliances.**—A Glasgow firm are interested in above, also in small electric stoves.

1207. **Enamelled goods.**—A Glasgow firm ask to be placed in touch with Canadian exporters.

1208. **Roll-top desks.**—A Glasgow firm would like to get into communication with exporters of roll-top desks.

1209. **Canned fruit.**—A Glasgow importer asks to be placed in touch with exporters of canned fruit.

1210. **Oatmeal.**—A Glasgow firm wish to hear from exporters of oatmeal.

1211. **Pot and pearl barley.**—A Glasgow firm wish to get into communication with Canadian exporters.

1212. **Spring and winter wheat millers.**—A Glasgow firm wish to get in touch with Canadian exporters with a view to business as soon as conditions permit.

1213. **Wire nails, nuts and bolts.**—A Glasgow firm wish to get into touch with exporters of the above.

1214. **Musical instruments.**—A Glasgow firm ask to be placed in touch with exporters of musical instruments.

1215. **Wire nails.**—A Glasgow firm ask for offers of wire nails in 20- to 50-ton lots.

1216. **Upholsterers' hardware.**—A Glasgow firm would be glad to hear from exporters of springs, hardware, etc.

1217. **Picture mouldings.**—A Glasgow firm ask to be placed in touch with exporters of oak picture mouldings, or cubes for runnig moulding.

1218. **Confectionery.**—A Glasgow firm would like to receive offers of chocolates, caramels, gums, cream fondants, cocoanut fondants, cocoanut caramels, bonbons, etc. Would accept an agency.

1219. **Marine engines.**—A Glasgow firm would like to get into communication with exporters of 6 to 10 horse-power marine engines.

1220. **Household labour-saving novelties and specialties, also household woodenware.**—A Glasgow firm are interested in hearing from exporters.

1221. **Fruits, fresh, dried and canned; flour, sugar, etc.**—A commission agent in Norway wishes to make connections with Canadian exporters of fresh fruits, dried and canned fruits, flour, sugar, etc.

1222. **Feathers.**—A British firm requiring large quantities of fowl, duck and goose feathers for bedding wish to get supplies from Canada. If necessary, would be prepared to send a buying agent to Canada.

1223. **Agencies.**—A merchant in Palermo, Italy, would like to have the sole agency in Sicily for Canadian manufacturers of the following articles: gelatine

leaves or sheets, paper, carbon, writing materials, perfumes, brushes, combs, razors, and articles of the coiffeur, shoe polishes and rubber boots, and other articles of similar nature.

1224. **Eggs.**—A Yorkshire produce firm wish to get into touch with Canadian exporters of eggs.

1225. **Flour.**—An enterprising wholesale firm in St. John's, Newfoundland, desire communication with a Canadian manufacturer of flour.

1226. **Milk.**—Canadian manufacturers of evaporated and condensed milk are asked to communicate with a wholesale firm in St. John's with a view to be efficiently represented in the Newfoundland market.

1227. **Hay, oats, etc.**—First-hand dealers in hay, oats, cornmeal, mill feeds, rice, peas (round and split), beans, tinned meats and preserved fruits, are asked to communicate with an important wholesale firm in St. John's, Newfoundland.

1228. **Soap.**—A Newfoundland wholesale concern is open to represent a Canadian manufacturer of high quality toilet and other soaps.

1229. **Office and household furniture.**—A Liverpool firm are interested in hearing from Canadian exporters.

1230. **Box shooks.**—A Liverpool firm are interested in offers of 10 to 20 or more carloads.

1231. **Maple syrup.**—A Liverpool firm wish to get into touch with exporters.

1232. **Pianos.**—A Leeds firm are now in the market for pianos.

1233. **Roll-top desks and office furniture.**—A Liverpool importer wishes to hear from Canadian exporters.

1234. **Cobalt.**—A Liverpool firm is interested in cobalt.

1235. **Asbestos fibre.**—A Liverpool firm make inquiry for asbestos fibre.

1236. **Household woodenware.**—A Liverpool firm are interested in offers of household woodenware.

1237. **Broom handles, birch dowels.**—A Liverpool firm are interested in offers from Canadian exporters.

1238. **Enamel and aluminium ware.**—A Liverpool firm make inquiry for Canadian exports.

1239. **Axe, sledge, pick and broom handles.**—A Liverpool firm desire to get in touch with Canadian exporters.

1240. **Hay forks, rakes, etc.**—A Liverpool firm are interested in importing the above.

1241. **Household woodenware, washboards, etc.**—A Liverpool firm ask to be placed in touch with Canadian exporters.

1242. **Fibre buckets and washtubs.**—A Liverpool firm wish to hear from Canadian exporters.

1243. **Lawn mowers.**—A Liverpool firm asks to be placed in touch with exporters of lawn mowers.

1244. **Box shooks.**—A Liverpool firm are interested in box shooks.

1245. **Spruce scaffolding boards.**—A Liverpool broker wishes to hear from mills in a position to offer the above, 12 feet to 14 feet long, with average width of 10 inches.

1246. **Spruce deals.**—A Liverpool broker wishes to hear from mills in a position to offer spruce deals, 3-inch by 5-inch, 6-inch, 7-inch, 8-inch, 9-inch and 10-inch wide and 10 feet up long.

1247. **Paper.**—A London firm of wallpaper manufacturers wish to import Canadian Long Elephant (linings), kraft, cartridge and tracing papers, samples of which can be seen at the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa. This firm express a desire not only to receive offers direct from Canadian mills to meet their own requirements, but would like to negotiate with manufacturers who are not yet directly represented in the United Kingdom with a view to examining their samples and prices and if they are found suitable to arrange

for the exclusive sale in the United Kingdom. They propose to purchase on their own account and to hold certain stocks in London and at the same time to handle orders on commission. Excellent Canadian references. A representative of the firm will visit Canada in the autumn and could conduct personal negotiations if necessary.

1248. Tools and tool handles.—An agent who represented an American firm selling tools and tool handles in the United Kingdom before the war, having just been demobilized from the army, wishes to resume business and would like to represent a Canadian firm instead of an American firm.

1249. Eggs.—An importing firm in Lyons, France, wish to get into communication with Canadian exporters of eggs.

1250. Wooden goods, picture mouldings, etc.—A London company who are open to place large orders, wish to be put into communication with actual Canadian manufacturers of dowels, mangle rollers, small turnery, including knobs, spindles, etc., and embossed picture mouldings.

1251. Leather.—An important London firm are open to purchase upholsterers' leathers and upper leathers, and invite offers from Canadian manufacturers of same.

1252. Suspenders, leather board, and boot and shoe accessories.—A London business man, who has spent several years in Canada, is desirous of securing United Kingdom agencies of Canadian manufacturers of suspenders, leather board for boots and shoes, and eyelets and other boot and shoe manufacturing accessories.

1253. Fish and foods.—Large operator wishes to represent Canadian manufacturers of fish and foods. Cargoes preferred.

1254. Lobster.—French importers wish to represent one or two Canadian houses dealing in lobsters on a large scale. Also fish in general.

1255. Lumber.—Large operator in lumber before the war wants to act as representative of Canadian exporters of lumber.

1256. Paper and wood-pulp.—An agent in Paris wants to represent Canadian manufacturers of all kinds of paper, and manufacturers and exporters of wood-pulp. Represented five German factories before the war.

1257. Fruit, fish and vegetables.—A commission agent in Paris wishes to obtain the representation, as acting agent, of Canadian firms of fruit, fish and vegetables (if possible, write in French).

1258. Chemicals.—French importing firm wishes to get into touch with large chemical manufacturers in Canada, with some information as to their capital, number, importance, and capacity of their factories and affiliations, and their specialties with a view to importing: Huiles minérales (petroleum oil); huiles de houille (coal oil); huiles de poisson (oil fish); calcium carbide, with price. Besides these articles, this firm is, generally speaking, interested in all primary products possible of importation into France.

1259. Oils and greases.—Parisian house dealing in coal oil, paraffin, refined, fish oil, kerosene oil, refined, oil refined, and all greases in general, wishes to get into touch with Canadian dealers and refiners. This house has already some American connections, but would like particularly to represent some Canadian firms.

1260. Representation.—French importing house with large clientele, wishes to engage itself in finding markets in France for all goods used by paper makers, soap makers, leather makers, yarn and piece dyers, and rubber makers, in both raw and prime materials, produced in Canada.

1261. Leathers, skins, and shoes.—An agent in Paris wishes to get in touch with Canadian manufacturers of leathers, skins, and shoes, desirous of having a representative in this country.

1262. Representation.—French business man dealing in lumber, lumber for staining, grain, peas, beans, wishes to get in touch with Canadian exporters.

1263. Fruit.—A commission agent of Paris was, previous to the war, representative of several French and English firms, at the Halles Centrales of Paris, and wishes to get in touch with Canadian fruit growers who would be desirous of exporting.

1264. **Cellulose.**—An agent in Paris wishes to get in connection with wood paste manufacturers (cellulose) from Canada, in order to obtain their representation in France and Belgium.

1265. **Butter and cheese.**—Proprietor of a dairy at Marseilles desires to get in connection with Canadian firms in order to import butter and cheese.

1266. **Representation.**—A firm in Marseilles wishes to get in touch with Canadian firms to import the following articles: cask staves, construction wood, etc.; tinned provisions, such as fish, meat, fruits, condensed milk, cheese, butter, etc.; grain of all kinds; oil, skins, chemical products, and all raw material for industry.

1267. **Fish.**—A fish dealer wishes to obtain names of Canadian fish dealers, so as to import into France.

1268. **Alimentary products.**—A dealer in alimentary products in Levallois-Perret, Department of the Seine, wishes to get in touch with Canadian dealers who would desire to export the undermentioned goods to France: pears, apricots, peaches, pine-apples, lobster, salmon, raw, salted or smoked and tinned ham; condensed milk

1269. **Representation.**—French importing house wishes to get in correspondence with exporters of cereals, flour, grain, oleaginous grain, pasture, oil-cake, bran, potatoes, apples, etc.

1270. **Rags.**—A dealer in rags desirous of importing from Canada rags for paper-makers, rags for shoddy (woollens), wood paste, and all articles that can be dealt in between France and Canada.

1271. **Locksmith work.**—A French architect and ironworker, making a specialty of artistic locksmith work, is desirous of getting into correspondence with Canadian firms to take up the matter of exporting to Canada. He will be glad to send catalogues on subject of new designs in the style of Louis XIV, Louis XV and Louis XVI.

IMPORTANT BRITISH FISH TRADE COMBINE.

(Trade Commissioner H. G. Brock, London, in United States Commerce Reports.)

The *Daily Telegraph* of April 14 announces the formation of a powerful combination to carry on the fish business from the sea to the consumer, including trawling, distributing, curing, oil refining, frying, and retailing. A notice issued by the Fishmongers' Association of London mentions \$10,000,000 as the capital of the undertaking. Fifteen fishmongers' stores in London are said to have been purchased, and negotiations are proceeding for acquiring others. So far only "wet" and "dry" businesses have been bought, but it is reported that the purchasers intend to go into the fried-fish business as well. They control oil refineries now, a great asset to a large frying business. This is a very important section of the fish industry, employing about 50,000 people and accounting for about 18 per cent of the total consumption of fish in the United Kingdom. It is estimated that \$97,330 a week is spent in the fried-fish shops of Sheffield and \$38,932 a week in Bradford, providing 500,000 meals in the two towns.

The fish trade connect the name of Lord Leverhulme with this proposition. He is the proprietor of the Island of Lewis, and is interested in the Mac Line of trawlers and drifters (capital, \$2,433,250), which is to develop the Lewis fisheries, which constitute the principal local industry. In addition to the sea fisheries there are salmon and trout streams.

The total capital invested in British fisheries is estimated at figures ranging from \$500,000,000 to \$1,000,000,000. A tremendous boom in fishing is regarded as certain, one authority estimating that the annual catch of 24,000,000 hundredweight will increase in a few months to 40,000,000 hundredweight.

COPENHAGEN'S BRILLIANT FUTURE.

(Review of the Foreign Press, Reconstruction Supplement.)

An article in the *Hamburgischer Correspondent* points out that in future commerce between England, America and Scandinavia will be conducted almost exclusively via Copenhagen. It has frequently of late been pointed out, both in England and America, that excellent arrangements exist in Copenhagen for distributing all goods from those countries destined for Finland via the Baltic, and also that in that city ample capital is available for enlarging the factories, and meeting increased English and American demands for Scandinavian goods. Hamburg has hitherto been a powerful rival to Copenhagen, but since the collapse of Germany and the victory of the Allies its importance has diminished. That America is fully alive to the excellent situation of Copenhagen is shown by the fact that for some time large American import and export firms have been looking round for business premises in the city, and have been establishing close relations with large Danish firms. Not long ago a very large New York bank bought several houses close to the Copenhagen Stock Exchange, and intends to erect a branch office on this site in order to establish permanent connections between American and Danish capital. In all probability America has been greatly impressed by the excellent harbour facilities in Copenhagen, and it is certain that the city has been making efforts to extend her harbour so as to be prepared in time to deal with the coming traffic. The additions to the harbour have an area of 7 het., and constructional costs are estimated at Kr. 106 mill. The interest shown in Copenhagen by the English and Americans has attracted great attention in Danish commercial circles which are counting upon a new period of prosperity for the city and the whole commercial life of Denmark.

PROPOSED INTERNATIONAL AGREEMENT WITH REGARD TO EXCHANGE.

(Review of the Foreign Press, Reconstruction Supplement.)

It was to be expected, says the *Frankfurter Zeitung*, that the close financial ties which were established between the Allies would not be broken by the termination of the war. These States have contracted heavy obligations at home and abroad, especially to the United States. The very complicated reciprocal obligations will have to be dealt with by some broad-featured and long-termed clearing house procedure, which will also have to be extended to the obligations which the former Central Powers will have to assume. An essential feature of these financial problems is that of exchange, the approximation of which to a normal standard is one of the necessary conditions of the resumption of commercial relations. No State can acquire raw material from another for productive work if the rate of exchange is so high as to make competition impossible. Probably exchange credits will be the form which these financial transactions will assume. They have already been employed for stabilizing the exchange between the United States, England and France, and at a later date were also extended to Italy, with immediate satisfactory results. A communication from New York to the *Illustrated Morgenblatt* states that an international gold pool to the amount of \$500 mill, is being formed by the Entente States with the object of unifying the rate of exchange. An international agreement of this kind is indispensable to the renewal of relations, and it is in the interests of all States that, on the conclusion of the Treaty of Peace, the Central Powers should be included in the agreement.

COAL PRICES IN GERMANY.

(Algemeen Handelsblad, Amsterdam, Netherlands.)

The enormous increase in the price of coal in Germany is causing anxiety in industrial circles. The disorders in the coal industry, the increase in the cost of production due to lack of rolling material, the continued strikes and enormous wage increases granted to the miners along with shorter working hours, have made necessary another large increase of the coal prices, averaging 20 to 30 marks per metric ton. A comparison with the former prices will show the meaning of these figures. Lump coal, for example, cost 13.50 marks per metric ton before the war. At the beginning of September, 1918, or shortly before the revolution, the price stood at 29.40 marks, or more than double the pre-war price. At the beginning of January, 1919, the price was raised to 44 marks. The present quotation is 64 marks, or nearly five times the pre-war price. Coke was quoted at 17 marks in July, 1914; at 30 marks in September, 1918; at 58.85 marks in January, 1919; and is now quoted at 88.85 marks. The price of coal briquets has increased from 13.75 to 66.10 marks. If we may believe the mine owners, even these enormous price increases are hardly sufficient to cover the increase in the cost of production.

This assertion may well be true, for the State might have exercised its power of veto and refused its consent to such enormous price increases. The increase in the price of coal will naturally increase the cost of production in all other industries. Price increases have already been announced in the iron industry. The steel syndicate has not taken any steps in this direction as yet, but will be compelled to follow, as both of its principal materials, coal and iron, have risen in price. An increase of steel prices will force the machinery industry and kindred branches to raise the prices of their products. The endless screw will thus be tightened still further.

An effort will doubtless be made in Germany to counteract the influence of these higher prices by increasing wages. As this process continually leads to new demands, the ability of the German exporting industries to resume competition in the markets of the world will grow less and less, notwithstanding the advantage which the exporters derive from the depreciation of the mark.

NOTE.—The par value of the mark is \$0.238. At the end of March, 1919, the mark was quoted in neutral markets at about 9 cents.

THE POSSIBILITIES IN TUNISIA.

(The Times Trade Supplement.)

Tunisia exports phosphates, iron, lead, and zinc ore. During the war certain lignite formations were worked; the coal has proved very useful for stationary engines, etc., but contains too great a proportion of sulphur to be readily usable in locomotives. The country is said to be rich in petroleum, and boring operations are in progress. All these industries are developing, and the consequent demand for mining machinery, light railways, rolling stock, boring plant, etc., is not to be despised.

The present Resident-General, M. E. Flandin, is seeking to develop the agricultural resources of Tunisia, and this will naturally entail barrage construction, artesian well borings, a demand for agricultural implements, deep ploughing and traction power, pumping installations, electrical plant, carriage-ware, etc.

CONFISCATION OF UNDERVALUED IMPORTS IN SOUTH AFRICA.

(Consul General George H. Murphy, Cape Town, in *United States Commerce Reports*.)

A communication from the Commissioner of Customs, Pretoria, to Consul General Murphy describes the procedure followed in cases where imported goods are not properly declared. The main points of interest to American exporters are as follows:—

1. When the accuracy of declared prices is questioned, a deposit is required sufficient to bring the declared valuation up to the true market value at the time of shipment, together with penalties imposed by the Commissioner of Customs, full consideration being given to the point as to whether or not the declarant acted in genuine ignorance of the South African requirements.

2. Firms whose declarations are once found to be incorrect are subjected to the closest scrutiny in connection with subsequent shipments.

3. Where there is a fraudulent attempt to undervalue with a deliberate intent to evade the payment of customs duties, the merchandise is liable to forfeiture, and the persons producing such documents are subject to a fine not exceeding £300 (\$1,459.95), with or without imprisonment not exceeding twelve months.

It has been found to be a common error among exporters to this market to declare the domestic price at the time of acceptance of order instead of at the date of shipment, and severe penalties may be imposed if the local law is not complied with. Exporters should clearly understand that duty is levied not on the actual price paid or to be paid by the South African purchaser but upon the home consumption value in the country of origin at the date of shipment.

PEACE-TIME PLANS OF BRITISH ENGINEERING FIRM.

(Trade Commissioner H. G. Brock, London, in *United States Commerce Reports*.)

The different works of the important engineering firm of Armstrong, Whitworth & Co., which during the war employed 70,000 people drawing a monthly wage of \$5,000,000, are stated to have made ample preparations for the transition from war to peace. Their riverside shops at Elswick, where heavy naval and land gun mountings were constructed, will in future manufacture marine engines and boilers. Their projectile and ammunition plant at Scotwood is now turning out locomotives, and when fully equipped is expected to have an annual output of 300 to 400 heavy locomotives.

The Scotswood brass foundry of this firm is being removed to Elswick, where it is proposed to considerably enlarge the plant to supply not only the requirements of the firm but also a large amount for home and foreign markets. It is further planned to enlarge the steel-casing foundry at Elswick as well as the extensive drop-forging plant, while a new iron foundry will be laid down upon a site connected with the steel works at this place, and the manufacture of hand pneumatic tools will also be largely increased. New and more efficient types of tools are to be made, and the company is reported to be arranging for the manufacture and supply of the whole of the required compressing plant for operating these tools. The Elswick engine department, which dealt with the manufacture of hydraulic cranes, dock gates, etc., was removed during the war to Glasgow, where it has now been amalgamated with the works of A. J. Main & Co.

Armstrong's Openshaw works will be largely engaged in the production of machine tools and small tools. The important shipbuilding plants on the Tyne are said to be equipped now to turn out all classes of commercial craft—cargo and passenger boats, oil tankers, heavy liners, ice breakers, and cable-laying ships—while not the least important part of the reconstruction plans of this firm has been the establishment of a highly systematized commercial department with headquarters in London.

TRADE POSSIBILITIES IN THE BALTIC PROVINCES.

(From "*Svensk Export*," quoted in *Unitel States Commerce Reports*.)

As export goods from the Baltic Provinces—Livonia, Esthonia and Courland—one can properly count only flax and linseed. The need of imports, on the contrary, is very great and includes goods of various kinds. First and foremost, fertilizers are needed. Since the beginning of the war to the beginning of 1918 there arrived only one or two cargoes of potash and kainit, during October and November of last year. This importation was rendered difficult and expensive because of the total lack of empty sacks in Germany, which condition also prevails in the Baltic Provinces. Of agricultural implements and machinery, ploughs, harrows, mowing machines, and scythes are most in demand. There is also a great need of separators, portable engines, pumps, and iron and steel manufactures. Nearly everything that is required for a country household is either destroyed or worn out and must, therefore, be replaced. So, if one disregards political difficulties, export prospects appear to be very good for Sweden, since it will probably be long before the factories in the Baltic Provinces will start running. There is a great distrust of German goods, and Sweden is for the present the prevailing nation.

For the future deliveries to larger estates must not be counted on, as land is mostly rented to smaller farmers. Consequently machines for two horses are principally needed. The buying power of these farmers is rather great, as they have had occasion during the war to sell their products at enormously high prices and have at their disposal funds that before the war were almost inconceivable in these provinces.

GREECE AS A MARKET FOR AGRICULTURAL MACHINERY.

While the all-British Exhibition, organized by the Federation of British Industries, which is to be held in Athens in September next, should appeal to manufacturers of all such products as those specifically mentioned, it is to makers of agricultural machinery and farm implements that the opportunities should more particularly appeal, says a writer in the *Times Trade Supplement*. It must be remembered that Greece is essentially an agricultural country, and that it is in this direction that its future great economic development lies. A few years before the war the Hellenic Government devoted 50,000,000 drachmas (say £2,000,000) to a complete and extensive system of irrigation, and the fruits of this enterprise will now begin to manifest themselves. The plain of Thessaly alone, with its almost untouched productivity, should afford the most valuable opening for the introduction of British agricultural machinery. A comparatively flat plain, it is rightly considered one of the richest in the kingdom, and is suitable for the employment of all the best-known types of ploughing, tilling, harvesting, and other kinds of farm machinery, especially the motor-tractor. Thessaly is certain to become the agricultural centre of Greece; there will be no lack of population, since emigrant Greeks will return from the quarters of Europe where they are now scattered and from the United States, where there are living some 400,000 of them, immediately the country is seen to be again launched upon the high road to commercial prosperity. To supply effectively the insistent and sustained demand for agricultural machinery to these industrious people it will, however, be imperatively necessary that British manufacturers should revise their rules as to credit terms.

PROPOSED SAILINGS FROM MONTREAL AND VICTORIA.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Grampian, C.P.O.S. Line, about May 29; *Megantic*, White Star-Dominion Line, about June 5; *Corsican*, C.P.O.S. Line, about June 6; *Metagama*, C.P.O.S. Line, about June 7; **Empress of Britain*, C.P.O.S. Line, about June 10; *Rimouski*, White Star-Dominion Line, about June 10; *Tunisian*, C.P.O.S. Lines, about June 15.

* Sails from Quebec.

MONTREAL TO LONDON.

Mattawa, C.P.O.S.-Furness Line (C.P.O.S.), about May 29; *Hambleton Range*, C.P.O.S.-Furness Line (Furness), about May 30; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about June 1; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about June 5; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about June 6.

MONTREAL TO ROTTERDAM.

Mottisfont, C.P.O.S. Line, about June 13.

MONTREAL TO ANTWERP.

Glenspear, C.P.O.S.-Furness Line (Furness), about June 7.

MONTREAL TO GLASGOW.

Montcalm, C.P.O.S. Line, about June 11.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Monmouth, C.P.O.S. Line, about May 29; *Sardinian*, C.P.O.S. Line, about May 31; *Turcoman*, Dominion Line, about June 7.

MONTREAL TO MANCHESTER.

Manchester Mariner, Manchester Liners, about June 1; *Manchester Corporation*, Manchester Liners, about June 12; *Manchester Hero*, Manchester Liners, about June 19.

MONTREAL TO HULL.

Maplemore, Furness Line, about June 14; *Grampian Range*, Furness Line, about June 16.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about May 28.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about June 3.

MONTREAL TO ST. NAZAIRE (FRANCE).

Cape Corso, Can.-French Line, about May 24.

MONTREAL TO HAVRE (FRANCE).

Bilbster, Canadian-Trans-Atlantique Line, about June 1.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan Keith, Houston Lines, about May 24; *Clan MacWilliam*, Houston Lines, about June 5.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Egori, Elder Dempster Line, about June 10.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).
Rona, New Zealand Shipping Company, about May 31; *Yonne*, New Zealand Shipping Company, about June 20.

MONTREAL TO BARBADOS, TRINIDAD AND DEMERARA, B.W.I

Canadian Voyageur, Can. Govt. Merchant Marine, Ltd., about June 10.

MONTREAL TO KINGSTON (JAMAICA) AND CUBA.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about June 10.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI AND HONG KONG.

Katori Maru, Nippon Yusen Kaisha, about June 2.

VICTORIA TO YOKOHAMA, KOBE, MOJI, SHANGHAI AND HONG KONG.

Chicago Maru, Osaka Chosen Kaisha, about May 30.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Suwa Maru, Nippon Yusen Kaisha, about June 19.

MONTREAL-ROTTERDAM STEAMSHIP SERVICE.

The Canadian Pacific Ocean services announce that the steamer *Mottisfont* will sail from Montreal to Rotterdam on or about June 13. Inquiries for rates and space should be addressed to G. D. Robinson, European freight agent, 21 Board of Trade Building, Montreal.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Bridgetown, Barbados, agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Trade Commissioner, 501 and 502 Antigua, Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Trade Commissioner, 53 Main street, Yokohama. *Cable address, Canadian.*

Newfoundland.

W. B. Nicholson, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Century Bldgs. 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Port of Spain, Trinidad. *Cable Address Canadian.*

R. H. Curry, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square.
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
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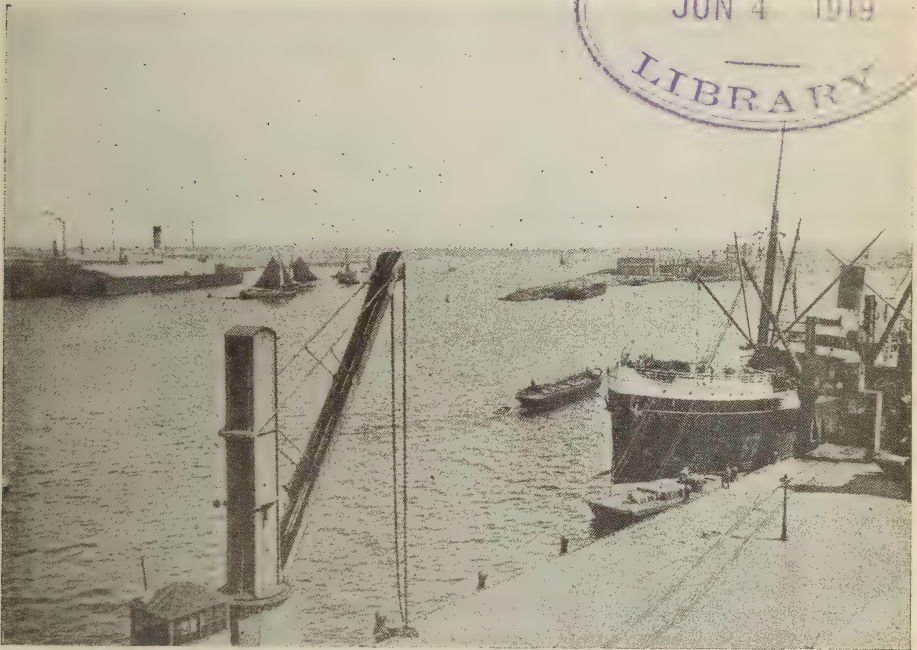
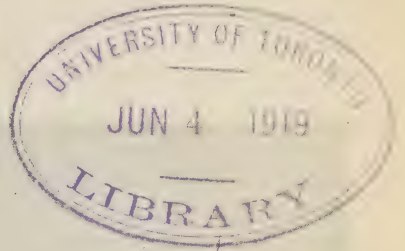
No. 800

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The floating docks, the IJkade and the Handelskade, Amsterdam. (See p. 1034.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce.*)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, June 2, 1919.

No. 800.

BUSINESS AT A STANDSTILL IN SIBERIA.

TRADE COMMISSIONER L. D. WILGRESS.

Vladivostok, April 17.—In view of the rapid depreciation of the rouble, the impossibility of obtaining foreign exchange here and the absence of transport facilities, I cannot recommend further shipments of goods.

It is evident from letters received from Canada that the situation here is not yet fully appreciated and that Canadian firms are still hopeful of doing a large business with Siberia under present conditions. I do not want to discourage these firms since undoubtedly conditions must sooner or later take a turn for the better, and it will then be important that we should be prepared for any business offering.

At the present time, however, ordinary trade may be said to be at a standstill. Owing to the rapid depreciation of the rouble there is a serious crisis in the foreign exchange market, and parties with commitments in foreign currency falling due find it impossible to purchase with roubles the funds which they require.

The transport situation also shows little improvement as yet, and practically no cars are available for non-military use. It is a little too early yet to state what improvement may be expected from the measures now being taken by the Inter-allied Committee in charge of the Siberian railways.

The port of Vladivostok is congested with goods, and it is inadvisable for us to have shipments coming forward which we are not sure we can readily dispose of. We feel that we could only be justified in recommending the forwarding of shipments when we know that the parties on receipt of the goods will be able to pay for the same in dollars or some other negotiable currency.

A NEW INDUSTRY FOR VANKLEEK HILL.

The Perfection Manufacturing Company, Vankleek Hill, Ontario, has started the manufacture of a milking machine to be known as the Perfection Milking Machine. Mr. Jas. A. Smart, of Montreal, is the president, Jos. B. Taylor, Vankleek Hill, the secretary, and James Taylor, Vankleek Hill, general manager. The head office of the company is in Montreal and the factory in Vankleek Hill. The Perfection Milker has been on the market in the United States for several years.

A NEW INDUSTRY FOR KITCHENER, ONTARIO.

The Four Wheel Drive Auto Truck Co., of Clintonville, Wisconsin, will immediately begin construction of a factory, 100 feet by 200 feet, in Kitchener, Ontario. It is proposed to conduct export trade from the Canadian branch.

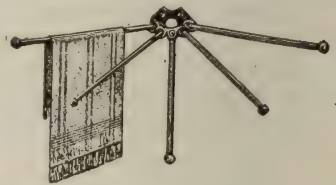
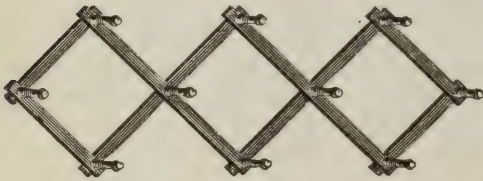
THE DEMAND FOR HOUSEHOLD WOODENWARES IN THE MANCHESTER DISTRICT.

TRADE COMMISSIONER J. E. RAY.

Manchester, April 30, 1919.—Continuing the series of reports that have emanated from this office on the demand for household woodenwares, it is thought advisable to forward the following illustrations of articles for which there is a ready sale in the north of England. Quantities were imported from the United States and Germany in pre-war days. It is understood that stocks are low in the United Kingdom, and that it will be some time before the supply is equal to the demand.



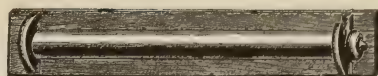
The above poles are from 5 feet in length, carry ten or more rings, with one pair of brackets and one pair of ends. They are usually packed 100 poles to a crate, and 100 sets of fittings in a case. The wholesale price in pre-war days was approximately \$5.50 per dozen, but the present price is very much higher.



The above racks are sold in large quantities, the cheaper ones having iron hooks and the more expensive ones brass hooks. The wholesale prices are far ahead of those ruling prior to the war, which were from \$10 per gross for the four-hook and from \$15 per gross for the six-hook. The expanding racks sold at about \$2.50 per dozen. The five-arm towel racks were offered at \$17 per gross.



12-inch Handy Roller Pin.

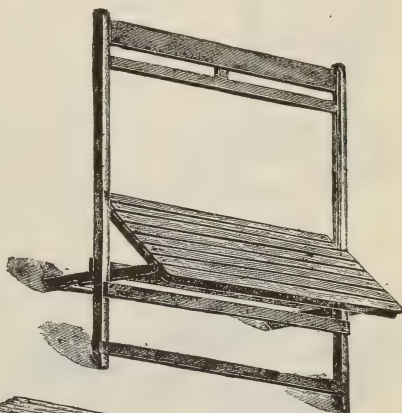


Whitewood Towel Roller.



Revolving Roller Pin.

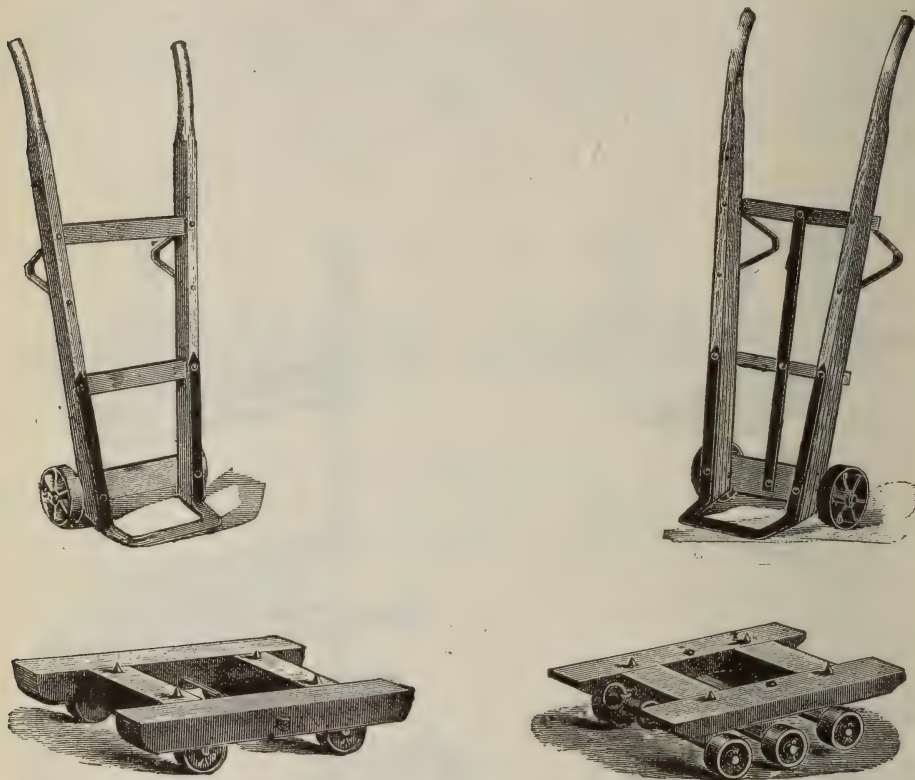
There is always a demand for the foregoing rolling pins and towel rollers. These are fully 100 per cent higher in price than they were in pre-war days. Many were imported from the United States. The 12-inch rolling pin used to sell wholesale at \$3.25 per gross, and the revolving rolling pin at \$18 per gross. The whitewood towel roller was wholesale at about \$17.75 per gross.



Several Manchester firms are already in communication with Canadian manufacturers of camp stools and garden chairs. The above designs will illustrate the styles in common demand. Prices of these articles are much in advance of those ruling in 1914, which were \$23.50 per dozen for the broad folding chair, and \$13 per dozen for the narrow one. The canvas-top camp stool wholesaled at \$23 per gross, and the wood seat at \$7.50 per gross.

MARKET FOR TRUCKS.

In Manchester and the whole of the cotton manufacturing district there is a brisk demand for trucks similar to the following. Prices range for the large trucks, from \$8 to \$10, and for the small ones, from \$8 to \$12 each. The height of the large trucks is about 46 inches, width at handles 18 inches, width at scroll iron 12 inches.



The Great Need for Wood.

Manchester has adopted a big town-planning scheme, dealing with about 5,300 acres of land on the southern side of the city. It involves the making of large arterial roads, and they purpose building not more than sixteen houses to the acre.

Plans of houses in both Manchester and Salford are being rapidly prepared, and great activity in the course of a few weeks is anticipated.

Commenting on the scarcity of timber in the United Kingdom and the future demand, the *Timber Trades Journal* states:—

“It is generally admitted that the supplies of timber from the exporting countries will not this year be nearly equal to the needs from the importing countries. But whether the need for timber can be called a demand in the commercial sense is another matter altogether. It is certainly not so at present. We realize the needs of France and Belgium, for instance, but there is no immediate demand corresponding to those needs. It is, however, with our own country that we now have to deal. We need hundreds of thousands of houses at once, and hundreds of new ships; the railways need millions of sleepers, thousands of standards of 2½ by 7 inches and other wood suitable for wagon building and general upkeep; great quantities of wood are needed

for road repairs, etc.; and if we imported this season in proportion to our needs the market could absorb all the Swedish wood and most of the Finnish productions as well. But in spite of all these undeniable facts, merchants tell us that the effective demand is small, mainly because of the high prices, the doubt whether the excessive cost will stop development, and the consequent fear that prices may fall."

THE DEMAND FOR LINSEED OILCAKE AND MEAL IN THE UNITED KINGDOM.

General Conditions.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, May 5, 1919.—As the manufacture, importation, and distribution of oilcake of all kinds and ingredients, as well as of feeding stuffs generally, have been under the strictest government control for some time past, and these restrictions were only lifted a few days ago, it is an inopportune time for securing information as to what is likely to take place, even in the immediate future, in the trade here.

The situation is further affected by the general uncertainty in all commercial matters which is likely to continue until peace is definitely signed, and even afterwards.

Previous to the war there was a considerable importation of linseed cake, but the quantities fluctuated remarkably, for whereas over 100,000 tons were received in 1909 and 1910, the quantities fell to just over 50,000 tons in 1911 and 1912, and increased to 83,000 tons in 1913. During this time imports from Canada of linseed cake averaged about 11,000 tons, the largest quantity being the 15,233 tons of 1913.

During hostilities aggregate imports varied between 47,000 tons and 76,000 tons, Canada's share averaging about 8,500 tons.

Formerly the principal sources of supply were Russia, Germany, and the United States, with consignments from India rather in excess of those from Canada. In war times the United States, India and Canada were the chief suppliers in the order named.

As Canada has been in this business for many years, most manufacturers will be generally aware of these facts, but it seems advisable to briefly refer to this feature.

A very important development, however, which has taken place during the war and must vitally affect the future position, is the inauguration of the palm kernel crushing industry in the United Kingdom and its adoption by most of the large cake manufacturers.

One of the anomalies of pre-war conditions was that whereas palm kernels were mainly produced within the British Empire, their utilization for the manufacture of oil cake and by-products was almost wholly a German industry where it had attained very large dimensions. This fact partly, but largely the difficulty of obtaining the necessary supplies of linseed, has led to the adoption of the palm kernel crushing industry in the United Kingdom, and while, as might be anticipated, there was a certain amount of preliminary opposition to the palm kernel cake as being inferior in quality to linseed cake, this is likely to wear away in face of the manifest advantages which are created by the existence of practically inexhaustible supplies of the raw material within the British Empire.

All the same, a large consumption of linseed oil cake is likely to continue, if only for the reason that, apart from the fact that a preference still exists in its favour in many circles, it can be advantageously mixed with palm kernel cake to the benefit of the cattle.

With the object of ascertaining the position a number of the important firms dealing in linseed oil cake and meal have been consulted, and as the replies which they have been good enough to write contain much valuable information both about present

prices and the different features of the business, copies of these letters are reproduced, while any Canadian manufacturers or shippers wishing to follow up the offers of business contained in several of them, can obtain the addresses upon application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file 23655.

No. 1.

"We are always open to purchase linseed oil cake and meal, also other varieties of cattle feeding stuffs from manufacturers and importers in Canada.

"Our business here consists of importing and distributing oil cakes and cattle feeding stuffs. These we purchase from shippers abroad and should be pleased to be put into touch with Canadian oil seed crushers and shipping houses.

"The oil seed crushing industry has been strictly controlled by the Ministry of Food for the last few years, the price of cake and meal having been controlled by the Cattle Feeding Stuff (Maximum Prices) Order, 1918. The fixed price of Canadian linseed cake was £19 10s. per ton, *ex* store in this country, from which had to be deducted the commission payable to distributors of 7s. 6d. per ton.

"The control of the crushing of linseed was released as from April 28, but there is no material change in the value of cakes or meals, and we would be in a position to-day to pay shippers about £18 10s. per ton cost, freight and insurance to United Kingdom ports for pure linseed cake or linseed cake meal.

"It is perhaps worth mentioning that the British farmer prefers to have a soft cake. We point this out because it is usual for the Canadian crusher to export a cake which is too hard to be popular, the result being that this class of cake mostly finds its way to Liverpool and is used as an ingredient in the manufacture of compound feeding cakes, and the price payable to the shipper is not so high as it would be if the cake were suitable for direct consumption.

"Under the terms of the Fertilizers and Feeding Stuff Act, 1906, it is necessary for merchants in the United Kingdom to guarantee the contents of oil and albuminoids contained in all articles of cattle food, including linseed cakes, and it is therefore necessary for importers to obtain a similar guarantee from their shippers of the analysis.

"It is difficult to predict the future trend of prices, but having regard to the undoubted shortage in the supply of feeding stuffs and the probable scarcity of freight we do not look for a fall in values for some time to come.

"We might also mention that we have just opened an office in Antwerp and should be glad to have offers of both linseed cake and linseed cake meal for direct shipment to that port as well as to ports in this country.

No. 2.

"The lift of the Government Control and their Maximum Prices Order has resulted in a very smart rise in linseed and oil, although not in linseed cake and meal. Calcutta linseed has jumped in two days from £30, the previous official maximum price, to £36 10s. per ton for early shipment from Calcutta to London or Hull. Linseed oil has advanced in the same period round about £20 per ton, and at the higher price supplies are not coming forward, which is pretty certain contributory evidence that they do not exist. It might have been reasonably expected that in view of the high proportionate rise of linseed oil in comparison to linseed itself would have resulted in a lower price for linseed cake. This, however, has not been the result, and the price of £19 for English-made has been maintained. Imported cakes on the other hand have experienced a considerable advance; in fact within fourteen days I have done business in Calcutta linseed cakes for import into the United Kingdom at £14 per ton. Within the last day or two I have made £18 per ton, and it would look as if the market would hold, although that figure in relation to English-made cake is probably high-water mark. I do not know how far your organization works back to Cana-

dian manufacturers, but I shall be pleased to enter into business relations with any such who may be seeking London connections.

"The linseed and linseed oil market is pausing to-day (2nd May) with a slight reaction of 10s. per ton and £1 per ton respectively, that is, the former I quote £36 and the latter £79 10s.

No. 3.

"Importing firms are now endeavouring to bring in supplies from Canada and other sources in order to meet the demand here, which is at present fairly considerable, but will certainly taper off once the cattle are put out to the new grass, which will take place very shortly.

"The present prices to the wholesaler for United Kingdom manufactured goods, containing not less than 8 per cent oil, is £18 15s. per ton ex mills, and on the same parity the following descriptions would work out approximately at: North American £18 10s. c.i.f.; Canadian £18 10s. c.i.f.; Australian £18 15s. c.i.f.; Spanish and Portuguese £18 15s. c.i.f.

"There is a general expectation, however, of a lower range of values setting in, particularly in view of the prospective falling off in the demand, and it is probable that sellers abroad will have to reduce their price considerably below the above limits if business is to be done.

"The demand for linseed meal is really not a very big one, but it is steady all the year round, and the price charged for this is 15s. per ton over the prices for cakes. Considerable quantities of Russian linseed cakes were imported into East Coast ports in this country both before and during the early part of the war, but this source of supply is meantime cut off, and we should think therefore that there ought to be all the greater a demand on the resources of other producing countries, but probably this demand will not set in strongly until later on in the season when grass feeding is no longer available, with the possible exception of those buyers who take in summer cargoes and parcels to put in store against winter requirements, and naturally they will only do so if they can secure a good profit to cover the loss of interest during the time they are laying out their money."

Liverpool and Glasgow Districts.

TRADE COMMISSIONER J. FORSYTH SMITH.

Liverpool, May 8, 1919.—There is an eager demand for linseed oil cake and meal which would readily absorb the largest quantities that Canada is likely to be in a position to offer. Control has been removed and there is a free market. American and Canadian offers of cake have been received at £21 and £22 c.i.f. Liverpool, and, while distributors pretend that this is too high, claiming that they must sell at about the former control prices £19 5s. (primarily distributors' profit 5s., secondary distributors' profit 2s. 6d. included), or control is likely to be resumed, the fact is that the shortage is so great and the demand so insistent, that importers will probably be ready to pay the prices asked. One Liverpool firm state they could find a market for 1,000 tons. Another has just bought 200 tons at £21 10s. c.i.f. Liverpool from the United States.

The names and addresses of distributors of linseed oil cake and meal may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file 23655).

Manchester District.

TRADE COMMISSIONER J. E. RAY.

Manchester, May 6, 1919.—In Manchester and district there is a fairly large annual consumption of linseed oil cake. There are no statistics to illustrate the volume of imports, and firms interviewed state that deliveries are usually made from

October to April, and that Canadian exporters who are anxious to increase their sales in the United Kingdom should conduct negotiations in the summer months in order that deliveries may be made in September or early in October.

Supplies in normal times were drawn mainly from the United States, Russia, British India and Canada. The importers interviewed are of the opinion that the British market offers excellent opportunities to Canadian shippers, and the hope is expressed that larger supplies will be forthcoming from the Dominion in the near future. Buyers are prepared to receive analyses and quotations, but there exists a good deal of timidity with regard to the acceptance of offers. Prices are very high, and the market is uncertain. Anticipating a rapid decline, buyers feel that they are compelled to adopt a cautious attitude. Indeed, a number of firms state that at present they intend to "sit tight" and await developments during the transition period.

Although a number of firms handling linseed meal have been interviewed, no direct importer has been traced. The general opinion seems to be that very limited, if any, quantities are imported by Manchester houses. Supplies are invariably purchased from mills located in Hull, who import the linseed and do their own crushing.

Bristol District.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Bristol, April 24, 1919.—Although there seems to be quite a shortage of linseed oil cake in this district, the merchants are unwilling to buy on account of the market being so unsettled.

As an indication of the condition here, the representative of a well-known Canadian firm recently got a quotation from them and interviewed all the merchants likely to be interested but found that they were unwilling to buy until the market became more settled. The quotation of this Canadian firm was £19 per ton c.i.f. Avonmouth, and by the time the commission and other charges would be added the price would be considerably over the Government maximum price, which is £19 10s. per ton.

This is also a poor time to sell linseed oil cake, as the cattle are now or will shortly be put out on the grass. The best time to sell this cake is in the fall, as it is during the winter that quantities are used.

Another difficulty in the way of selling oil cake is that there seems to be a shortage in freight space, as two or three firms here have complained that they have been absolutely unable to obtain the required space for the shipment of cakes to this country.

It has been very difficult to ascertain the present price as practically no cakes have been imported for some time. The price has, however, been given me at about £17 or £18 per ton. I understand, however, that the price was considerably higher and some firms seem to think that it will go much lower than the present valuation. It is, however, very difficult to tell what the future prices will be.

Although it seems that nothing can be done at the present time in the way of selling, certain firms are very desirous of getting in touch with any Canadian firms who are in a position to export linseed oil cake, and would be pleased to enter into negotiations. (The names and addresses may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa—quoting file 23655.)

The demand here seems to be wholly for linseed oil cake rather than the meal. There are some important seed crushers who provide most of the meal required, and also manufacture some cake.

The total imports from all sources of oil cake into the port of Bristol during the years 1912, 1913, 1914, 1915 and 1916 amounted to 1,515, 3,771, 1,546, 12,358 and 14,632 tons, respectively. Canada's share of this trade during these years was 754 tons in 1912, 828 tons in 1913, 300 tons in 1914, 604 tons in 1915 and 653 tons in 1916. In 1910 and 1911, however, 2,647 tons and 1,002 tons were imported into Bristol from Canada.

IMPORTS OF RAILWAY MATERIALS INTO FRANCE.

Mr. Philippe Roy, Commissioner General for Canada in Paris, France, has forwarded the following table of statistics of the imports of railway materials into France for the years 1912 and 1913, the quantities being reduced to metric quintals—(1 metric quintal = 220.46 pounds).

Item No. of tariff.	Description of Goods.	Producing Country.	1912.	1913.
614	Passenger cars.....	Germany.....	898	1,638
		Belgium.....	1,300	2,451
		Switzerland.....	541	50
		Other foreign countries..	131	8,620
		Austria-Hungary.....	-	-
			2,870	12,759
614	Freight cars.....	Great Britain.....	5,787	4,214
		Germany.....	10,415	17,027
		Netherlands.....	3,150	-
		Belgium.....	100,547	119,269
		Other foreign countries..	1,210	739
		Italy.....	-	23,706
			121,109	164,955
614	Ballast cars.....	Germany.....	7,915	9,559
		Netherlands.....	3,392	-
		Belgium.....	2,959	4,291
		Other foreign countries..	626	160
			14,892	14,010
614	Street cars.....	Germany.....	249	363
		Belgium.....	1,684	11,294
		United States.....	19	176
			1,952	11,833
614	Bodies, frames and bogies, and their respective parts.	Germany.....	234	588
		Belgium.....	8,217	4,589
		United States.....	799	534
		Other foreign countries..	98	23
			9,348	5,734
558	Iron furnitures for iron or steel carriages and wagons, in malleable castings ⁽¹⁾ .	Great Britain.....	779	1,154
		Germany.....	3,445	2,839
		Netherlands.....	262	-
		Belgium.....	81,657	51,980
		Switzerland.....	834	-
		United States.....	3,238	2,645
		Other foreign countries..	63	129
			89,275	58,747
534	Steel springs for bodies ⁽²⁾	Great Britain.....	481	489
		Germany.....	1,433	1,038
		Belgium.....	1,777	1,408
		United States.....	203	198
		Other foreign countries..	57	28
			3,951	3,161

¹ Iron furnitures for wagons in ordinary iron casting are mixed up in the Statistical Data, with cast-iron wares (Nos. 555 and 557 bis of the tariff). It is impossible to find out the exact proportion concerning each of these articles.

² This title embraces coiled or spiral metallic springs; automobile springs; wagon and locomotive springs, without any distinction between different kinds.

SOUTH AFRICAN IMPORTS FROM CANADA AND THE UNITED STATES.

TRADE COMMISSIONER W. J. EGAN, CAPE TOWN.

The following is the sixth of the series of reports from Mr. Egan on Canadian and United States imports into South Africa:—

Import of Leather from Canada and the United States.

Leather Belting.

For the first time the entry of leather belting is shown as a separate item from that of bands and belting, which took in all imports of this class. There were no shipments from Canada last year, but the United States shipped to a value of £8,680. As one Canadian leather belting firm is now represented in South Africa, some share of the trade should be secured. The big seller in beltings is on a composite belting, the figures of which are submitted further on in that part of the report referring to rubber goods.

Leather, Enamelled.

Representation has been the means of securing some fair orders in this line, and the trade is increasing. The value of import from Canada increased over the year 1917 from 2,546 pounds, valued at £546, to 6,950 pounds, valued at £1,194 last year, and for the same period United States exports decreased slightly from 12,086 pounds to 11,658 pounds, but the value of export increased from £2,681 to £3,646.

Canada secured some nice business in cushion leather from the South African Government Stores during the past year, and another good order has been placed for delivery during the present year.

Leather, other Kinds not Adulterated.

Leather of other kinds than the above and pigskin, are this year under two headings of "not adulterated" and "adulterated." In the year 1917, the import from the United States was under the heading of "other leather"; this totalled 175,367 pounds, valued at £32,823, while last year's quantity under "not adulterated" was for 95,209 pounds only valued at £32,791, and under the heading "adulterated" there was shipped last year 18,260 pounds valued at £3,118. Canada's shipments in 1917 were for 356 pounds only valued at £102, and last year in the "not adulterated leather" the export amounted to 1,022 pounds valued at £910.

Leather Boots and Shoes, Men's.

There have been a number of inquiries from Canada as to the possibilities of securing a boot and shoe trade in this country. Full particulars have been submitted, but so far no Canadian manufacturers have come forward who are able to supply the medium-priced and cheaper-grade goods required for the big share of the trade. One line of better grade goods in men's wear made agency arrangements, but owing to ocean shipping conditions there was a big delay in shipping the very good sample order placed by the agent, and unfortunately when the shipment arrived here more than one-half of the shipment had been stolen, which prevented business being done until a representative line can be got together again.

While it is true that boot and shoe manufacturing has made immense strides in this country, there will remain a very large import trade, and it would seem as if Canada should share in this. Pre-war the vast bulk, fully 92½ per cent of the import men's trade, was held by the United Kingdom. The Americans have made big headway since 1914, when the total shipment was 20,000 pairs; this had increased to 205,-

857 pairs in the year 1917, which again increased to 367,575 pairs last year, valued at £253,997. Canada's shipments decreased from 645 pairs in 1917 to 437 pairs last year, valued at £527.

Leather Boots and Shoes, Women's.

The American boot and shoe manufacturers have made bigger inroads in the supply of women's boots and shoes than on the men's. During the past three years they have increased considerably the lines sold by the jobbing trade and their sales on special brand lines have increased greatly. From a supply of 42,000 pairs in the year 1914, their trade had grown to 142,000 pairs in 1917, and last year this increased to 415,123 pairs valued at £238,079. From these figures it will be noted that they must have made a special effort on a \$2.25 to \$2.50 grade. One line of women's boots from Canada was introduced and gave good satisfaction. In another range representation is being arranged and results are sure to follow. It is a matter of price for the big business. Canada's trade increased from 126 pairs in the year 1917 to 371 pairs valued at £271.

Leather Boots and Shoes, Children's.

On one line of Canadian misses' and children's boots and shoes, a sample representation order has been despatched to Canada for immediate execution; if competitive in price good business will result. Canada did not ship under this heading last year, and only 67 pairs were received in 1917. The American exports increased from 54,710 pairs in the year 1917 to 116,238 pairs last year, valued at £32,747.

Leather Slippers.

Canada's trade on this line dropped from 1,120 pairs in 1917 to 256 pairs last year, valued at £43, and the imports from America increased from 2,858 pairs to 5,918 pairs last year, valued at £1,636.

Saddlery and Harness.

There is very little prospect of big import in this line, as the industry here has arrived at that point when they can supply the greater part of this demand, with the exception of staple English lines, which have dropped in value of export for a number of years. The United States shipped to a value of £1,124 in 1917, and increased this to £2,032 last year. Canada did not ship last year, and in the previous four years at no time more than £14.

Leather Manufactured, N.O.D.

Under this heading Canada's trade increased from £12 to £88 last year, and the United States increased their exports from £3,234 in 1917 to £3,395 last year.

Imports of Rubber Goods from Canada and United States.

Footwear, Rubber and Rubber-soled.

Representation on this side, and a special endeavour by one Canadian manufacturer of rubber-soled footwear to meet oversea conditions, has meant an increase from 522 pairs of shoes to 100,893 pairs, valued at £8,171. The United States shipments increased from 35,356 pairs to 39,446 pairs, valued at £6,067. The American line is mostly on the heavy mining rubber boot and better grade rubber-soled goods.

Tires.

Canada's rubber tire trade with South Africa increased from £5,546 in 1917 to £9,223 last year. Some of this entry is in connection with motor car imports, but it is a pleasure to state that one of the Canadian tires which has been stocked for stock

and sale purposes is meeting with a fair success and is building up a reputation for wearing quality which will mean very good business in the future. The price is higher than many other brands, but success is looked for on account of the extra good quality.

Hose, Conveyor.

Canadian mechanical rubber goods are making slow progress in securing a good hold on the trade. Normal conditions may be more favourable. Quotations for indent on the Rand last year were lower from other sources of supply. Canada's trade dropped from £2,085 in the year 1917 to £810. The American shipments increased in value from £36,493 to £46,860.

Belting, Composition.

This is a big trade both from the United Kingdom and the United States, who shipped last year to this country for a value of £49,871, which was a drop of about £13,000. Canada has not secured business on this line yet. The small figure of 1917, which was only £37, dropped to £1 last year. Full details have been submitted to Canadian inquirers and they know exactly the competition they have to meet.

Rubber, Manufactured, N.O.D.

Canada is making some headway under this heading in both rubber gloves and toy balloons. The United States shipped to a value of £8,056 last year, an increase of over £2,800 over the previous year.

Clothing (Mackintoshes and Oilskins).

There is no import from Canada under this heading, and most of the import from America is on oilskins. The imports of 1917 were to a value of £9,568, which dropped to £8,058 last year.

Waterproof Cloth and Sheeting.

This is a new entry, and Canada does not figure in the imports; the United States shipped to a value of £1,303 last year.

Imports of Foodstuffs from Canada and the United States.

The total trade in import of foodstuffs for the year 1918 from Canada decreased by £89,520 from the previous year. The principal decrease is on flour, but this is a trade that will come back as well as wheat, which has not been imported from Canada since the year 1916. Oatmeal has also declined in quantity and value of export; the first reason for this drop was local conditions in the year 1917 at factory and last year restriction on ocean shipping. This Canadian export of breakfast food will be gladly welcomed again on this market, not only for the quality of the food but as a competitive line to bring down the price of the South African made article. Other lines showing a decided drop, which will again be welcomed on the market, are cheese, salmon and apples. Canadian condensed milk, if purchased by the same interests as the past two years, will continue on the market, otherwise very little trade will be done unless the manufacturers are prepared to consign stock and compete with methods which allow rebates when certain conditions of purchase are carried out.

The only lines showing an increase of value are cocoa, custard powders, manufactured sweets, glucose, vegetables preserved and sausage casings. The custard powders, although from Canada, are labelled, parcelled and addressed as if from the United Kingdom manufacturer; the only indication to the buying public of its being made in Canada is that a "Made in Canada" sign is stamped in very small letters on the end of the package. The dealers speak well of this line and state they will be glad to repeat orders for shipment from Canada.

In manufactured sweets, which take in all lines of chocolates, creams, etc., big business was booked for one line of Canadian manufacture last year, but shipping could not be secured. The one lot received met with great favour on the Johannesburg market, and it is safe to say that a good export can be established in this line.

There is a constant demand for the supply of glucose from Canada, and some progress was made last year. The trade in sausage casings increased also. The competitors for this line is the Western States.

The following table of imports from Canada and the United States for the year 1917 and 1918 is for a few only of the foodstuff imports into South Africa:—

Foodstuffs—	Canada.		United States.	
	1917.	1918.	1917.	1918.
Baking powder... ..Lbs.	....	....	1,092,753	1,052,374
“	£	£	80,993	76,637
Biscuits... ..Lbs.	900	....	146,351	91,672
“	£ 70	....	2,357	3,152
Cheese... ..Lbs.	461,340	155,389	23,293	12,142
“	£ 24,349	£ 8,012	1,845	1,106
Cocoa, unsweetened... ..Lbs.	6,480	56,880	2,767	165,792
“	£ 574	£ 5,723	116	10,168
Cocoa paste... ..Lbs.	....	....	....	2,000
“ .....	£ .....	£ .....	....	115
Jelly and custard powders... ..Lbs.	....	17,559	1,163	264
“	£	£ 1,002	69	16
Manufactured sweets... ..Lbs.	....	2,985	311,474	401,261
“	£	£ 209	12,323	33,695
Confectionery requisites... ..£	....	....	2,785	5,422
Beans and peas... ..Lbs.	1,800	700	37,902	20,049
“	£ 27	£ 27	1,007	771
Flour... ..Lbs.	4,707,342	93,800	918,314	37,370
“	£ 46,680	£ 982	8,840	767
Oatmeal... ..Lbs.	176,603	7,404	2,061,871	127,809
“	£ 1,966	£ 101	24,452	1,839
Force and cream of wheat... ..Lbs.	....	....	44,300	17,068
“	£	£ 761	....	342
Corn flour and maizena... ..Lbs.	2,600	....	781,359	608,912
“	£ 48	£	11,890	10,274
Vermicelli and macaroni... ..Lbs.	13,274	1,568	1,550	25
“	£ 241	£ 53	33	1
Other cereal foods... ..Lbs.	140	....	170,786	68,935
“	£ 1	£	9,188	4,941
Malt... ..Lbs.	1,440,886	....	747,894	214,427
“	£ 14,267	£	8,443	2,695
Eggs, liquid and crystallized... ..Lbs.	....	10,000	....	—
“	£	£ 2,274	....	—
Fish, dried and cured... ..Lbs.	....	300	5,608	345
“	£	£ 15	149	16
Fish, preserved... ..Lbs.	89,104	6,480	2,051,809	522,854
“	£ 4,722	£ 541	74,880	22,251
Fruit, fresh... ..£	2,402	366	....	—
Fruit, bottled or tinned... ..Lbs.	1,324	....	34,767	14,119
“	£ 26	£	1,018	661
Bacon... ..Lbs.	9,459	....	70,219	1,700
“	£ 589	£	4,607	161
Hams... ..Lbs.	1,120	....	99,320	14,295
“	£ 72	£	6,557	920
Meats, salted or cured... ..Lbs.	....	1,200	97,012	22,451
“	£	£ 42	3,297	824
“ tinned... ..Lbs.	48	258	510,827	119,359
“	£ 1	£ 24	32,051	7,395
Milk condensed, full... ..Lbs.	700,132	170,916	5,449,129	2,772,735
“ cream... ..£	25,456	£ 6,280	169,935	96,630
Glucose... ..Lbs.	....	82,554	2,516,164	2,256,827
“	£	£ 1,295	20,685	28,348
Vegetables preserved... ..Lbs.	51,050	78,266	237,282	99,027
“	£ 886	£ 1,823	5,725	2,979
Sausage casing... ..Lbs.	33,296	55,178	182,257	176,633
“	£ 1,909	£ 5,597	12,073	16,134

Other lines of imports are on dry goods, toys, fancy goods and musical instruments. These will be reviewed in detail in a future report, and in the meantime a table is submitted showing the imports from Canada and the United States for last year as compared with the previous year.

		Canada.		United States.	
		1917.	1918.	1917.	1918.
Cotton duck.. . . .	£	790	3,137	13,849	21,929
Cotton piece goods.. . . .	"	211	104	130,185	216,682
" blankets and rugs.. . . .	"	32	....	18,367	4,973
" shawls and shawlings.. . . .	"	....	....	417	326
" hosiery (underclothing).. . . .	"	133	146	73,806	130,404
" waste.. . . .	"	....	....	11,013	8,341
" wick.. . . .	"	....	....	68	454
" manufactures N.O.D.. . . .	"	100	....	5,318	7,738
Curtains, covering and cushions.. . . .	"	33	....	19,245	13,881
Gloves and mittens.. . . .	"	7	69	1,508	1,957
Silk piece goods.. . . .	"	....	....	610	9,950
" hosiery.. . . .	"	....	....	2,564	7,780
" shawls.. . . .	"	....	....	....	17
" all other manufactures.. . . .	"	....	....	28	345
Woollen piece goods.. . . .	"	12	....	1,564	1,274
" blankets and rugs.. . . .	"	....	....	717	183
" shawls and shawlings.. . . .	"	....	....	....	265
" hosiery.. . . .	"	....	102	1,065	1,862
Clothing, men's.. . . .	"	....	8	....	11,612
" women's.. . . .	"	....	25	....	3,973
" second-hand.. . . .	"	....	....	10,088	14,813
Felt.. . . .	"	285	342	13,989	19,242
Toys.. . . .	"	139	309	12,285	121,680
Fancy goods.. . . .	"	339	....	5,077	5,803
Pianos.. . . .	No.	....	....	....	560
" .. . . .	£	....	....	....	16,087
Organs.. . . .	No.	....	4	....	98
" .. . . .	£	....	39	....	916
Other musical instruments.. . . .	"	....	....	....	1,188

The war conditions have been such that one of the staple lines of exports from Canada to South Africa, flour and wheat, have dropped to almost nil, and on all food-stuffs there was a decrease from the year 1917 of about £95,000, and from the year 1915 of £559,000, but the development of export in manufactures to South Africa is such that our general trade has increased, although further handicapped by a drop of more than £164,000 of motor car exports as compared with the year 1917. All that is required to secure and hold more trade with South Africa, which is keen on the purchase of Canadian goods, is a genuine effort at co-operation in manufacture and selling arrangements by Canadian manufacturers, Canadian banks, and Canadian indent and commission houses.

TRADE WITH THE RHINE TERRITORIES.

(*Board of Trade Journal, May 8, 1919.*)

The British Board of Trade have extended their General License authorizing, on certain conditions, the supply of goods to the territories on the left bank of the Rhine in the occupation of the armies of the Associated Governments, so as to cover, on the same conditions, the supply of goods to the occupied districts on the right bank.

PURCHASING AUTHORITIES IN BELGIUM.

(*British Board of Trade Journal.*)

The "Commissaire-Général du Gouvernement Belge" in London announces that the Comité Central Industriel de Belgique is not a co-operative purchasing body. Since Belgian import licenses have been cancelled the Committee have given up all wholesale purchases, and they are now made either by industrial groups—limited to certain products of general consumption—or by individual firms. The Committee also issue a weekly Bulletin, which may be of interest as an advertising medium to United Kingdom manufacturers trading with Belgium.

RECIPROCAL TARIFF BETWEEN BRAZIL AND UNITED STATES.

Effects on British Trade.

An interesting report has been issued by a special committee of the British Chamber of Commerce in Brazil on "the effects of reciprocal treatment of certain products and manufactures by Brazil and the United States on trade in said products and manufactures between Brazil and the British Empire," says the *Chamber of Commerce Journal*. This report deals fully with the different rebates on the customs duties payable on certain articles, and it appears that there is a strong opinion that preferential treatment between Brazil and the United States should either be abolished or extended to all allied countries alike. The following is an abstract of the report:—

In consideration of exemption of Brazilian coffees, of which the United States are by far the largest consumers, from import duties of any kind, an agreement was come to between Brazil and the United States of America in 1904 for reciprocal treatment of certain products and manufactures whereby 20 per cent rebate on the customs duties payable on the following articles was granted: Wheat flour, condensed milk, certain rubber manufactures, clocks and watches, paints and varnishes. In 1906 and 1910 the rebate was extended to the following articles: Typewriters, ice chests, pianos, weighing machines, windmills, cement, corsets, dried fruits, and office desks and school furniture. In 1911 the rebate on American flour was raised from 20 per cent to 30 per cent.

As Brazil becomes more and more dependent, not only for the marketing of her greatest staples—coffee and rubber—on the United States, but for supplies of the capital indispensable for her development, it is to be expected that the tendency to secure more favoured treatment will be gradually extended to other articles and still further prejudice British and colonial trade, unless equality of conditions can be secured.

Duties on the above mentioned fourteen commodities or classes of same of American origin are payable partly in gold, or in paper at the exchange of the day, and partly in currency, as determined annually by the respective Law of Ways and Means.

Wheat and Flour.

During the fifteen years, 1903-17, 4,412,000 tons of wheat were imported into Brazil, of which 118,000 tons, or only 2·7 per cent, came from the United States, while 95·2 per cent came from the River Plate, chiefly Argentina. The virtual monopoly of the trade in wheat and flour by Argentina is the result of favourable geographical conditions that nothing but drastic fiscal treatment could destroy. It was, however, precisely with the aim of rectifying such natural advantages that the American Government induced Brazil, on threat of an import tax on Brazilian coffee, hitherto free, to grant preferential treatment to flour amongst other American products. It is clear that geographic considerations forbid expectation of any great development in the wheat trade between the United Kingdom and Commonwealths and Brazil, and consequently that diplomatic action should be limited to securing the fairest terms possible for British capital employed in the flour industry in Brazil, by insisting on the preferential treatment granted to American flour being either abrogated or that, at least, an equivalent rebate should be granted on imports of wheat from any part of the British Empire.

There does not seem much likelihood of the United Kingdom competing for the Brazilian flour trade, but with the same fiscal advantages as the United States, Canada, unquestionably, and perhaps Australia, might claim their share of the flour trade of Brazil. The subject is complicated by the investment of considerable British capital in flour mills in Brazil, which would be prejudiced by extension of the already excess-

sive competition of imported flour. As far as flour interests alone are concerned, it might, therefore, in view of these conflicting interests, be preferable to promote the abolition of differential duties and development of the home or Brazilian flour industry on purely national lines by relieving it from internal taxation of every kind and, if necessary, raising the duties on imported flour until Brazilian production is in a position to compete with that of Argentina.

Condensed Milk.

This article, though scarcely a British industry, must, in consequence of the large degree of control by British companies of the Swiss industry, that accounted for nearly 87 per cent of total imports before the war, be regarded as a British interest, even apart from possible developments of Canadian and Australian trade. After the initial spurt of exports in 1904, the rebate of 20 per cent did not, up to 1913, seem materially to have stimulated exports of condensed milk from the United States to Brazil. Since then, however, the practical elimination of all except very slight competition by Switzerland afforded a free field to the American product, and from 20 tons in 1913 imports rose to 862 tons in 1917. Canada, Australia and New Zealand are more interested in the development of overseas trading in this particular article than the United Kingdom seems ever likely to be, and it is from their point of view that the question of the unfair advantage that preferential treatment affords United States competitors should be envisaged, while not overlooking the fact that British capital is likewise interested in the Swiss product.

Rubber Goods.

The following are the articles subject to the 20 per cent rebate, rubber toys, rubber boots and shoes, sheet and rubber tubes and unclassified rubber goods. Rubber tires are not included. In 1913 the United Kingdom ranked first with 31.5 per cent of all imports of the above described rubber goods, Germany second with 29.4 per cent and the United States third with 17.5 per cent. In 1917, however, on account of the conversion of British factories to war purposes, the United Kingdom represented only 17.4 per cent of all imports, while the United States figure rose to 59.3 per cent. It can, therefore, be clearly seen that the United States have taken the opportunity of the war to invade this market and unless the rebate can be removed or British trade put on the same footing as American, some difficulty may be experienced in regaining the market. The same remarks apply to tires, the United States supplying 2.8 per cent of the total in 1913 and 69.4 per cent in 1917.

Clocks.

Up to 1913 the rebate of 20 per cent in favour of the American article was mostly negative and seems to have served chiefly to stimulate other producing countries to greater efforts. Owing to the war and partial suspension of manufacture in the United Kingdom, however, the United States secured a virtual monopoly of the clock trade with Brazil, and for the year 1917 the imports of American clocks and alarms represented 93.5 per cent of those from other countries, the United Kingdom figuring with only 1.1 per cent. It seems doubtful, unless British methods can be revolutionized, whether the United Kingdom will ever be able to compete with Germany, France and the United States and perhaps Japan in cheap clocks and alarms. However, there seems no reason why, if Canada adopts American methods, she should not capture the market, and for this reason it might be advisable to insist on Imperial trade being put on the same footing as that of the United States.

Watches.

Up to the year before the war, viz., 1913, as in the case of clocks, the rebate on the American watches seems to have been very ineffective, but rather to have stimu-

lated other countries to greater efforts; although with every chance of increasing her trade through the war, the United States has failed during the last four years to make good, and there seems little doubt that as soon as conditions are normalized, Switzerland will regain her trade. The British watch trade with Brazil is at present insignificant, but in the interests of possible developments, both in the United Kingdom itself and Canada, the rebate should be either cancelled or extended to British and Imperial trade.

Paints.

In 1910, six years after the rebate came into force, only 7.6 per cent of all imports were of American origin, while 70.8 per cent were British. By 1913, however, the American figure had risen to 13 per cent, whilst the British had fallen to 61.2 per cent. The war has resulted in the complete elimination of German trade in paints and the consequent improvement of the American percentage to 31.2 per cent and the British to 64.1. There seems no doubt, however, that Germany will do her best to regain her position in this trade, and unless British trade in Brazil can be put on the same footing as the American, a further loss of trade is to be anticipated now that American paints have obtained a firm footing in the country and so many railways and public works are passing under American control.

Varnishes.

In 1910, i.e., six years after the rebate in favour of the American article came into effect, only 26.1 per cent of all imports were of American origin, whilst the British figure stood at 59 per cent. By 1913, however, the American percentage was 33.1 and that of the United Kingdom had fallen to 52.7. During the four years of war, the tendency of imports from the United States was naturally accentuated and the imports from that country rose by 1916 to 63.7 per cent, dropping slightly in 1917, when the United States came into the war. For the same period, the British proportion dropped to 32.5 per cent in 1916, but rose to 34.9 per cent in 1917. It can thus be seen that the United States have a firm hold on the Brazilian market in varnishes and it will be very difficult to dislodge the American competition unless the advantages of the rebate be extended to British trade.

Typewriters.

This has always been a pre-eminently American industry, and even before the rebate came into effect, the United States accounted for 75.6 per cent of all imports into Brazil. From 1906 to 1913, when the rebate of 20 per cent was effective, the United States accounted for 75 per cent of the total imports, other countries having slightly improved their positions, while on the outbreak of war the United States was practically left alone in the field and supplied 80.3 per cent of all typewriting machines imported. Even if the rebate was abolished it would not make much difference to British trade unless British makers alter their methods and manufacture on a scale that will undersell both the United States and German machines.

Ice Chests.

Germany was the only serious competitor for the Brazilian trade in ice chests before the war. Now the American monopoly is complete. This is due to the inventive character of the Americans rather than to fiscal advantages. Seeing, however, that only Germany would gain advantage from the complete abolition of the rebate it might perhaps be advisable for the United States to retain it on conditions of its being extended to the other Allies and particularly our Dominions.

Pianos.

In 1906 *i.e.*, prior to preferential treatment of American imports, only 4.5 per cent of all imported pianos came from the United States, Germany having the bulk of the trade and importing 68.7 per cent, while only 1 per cent came from the United Kingdom. During the next seven years, however, when the rebate was in action, a notable change occurred, and of the total number of pianos imported into Brazil 11.3 per cent came from the United States, and 69.5 from Germany. The United Kingdom figure was again very low being only 2.4 per cent. Most of the raw material for the manufacture of pianos is found in Germany itself, so that unless special measures be adopted to prevent it, nearly all the trade in pianos will, with or without rebate, be lost to both the United Kingdom and United States and revert to Germany. Except as a matter of principle, therefore, and for protection of any possible British or Colonial developments, it would seem scarcely worth while to play into Germany's hands by protesting against the American rebate on an article like pianos, for which we seem unable to compete in this market.

Weighing Machines.

Germany is the most formidable competitor in this trade as the raw materials for this industry are all found in Germany itself, and there seems every reason to expect that, if favoured by low exchanges, their competition will be keener than ever as soon as commercial conditions are normalized. The manner in which American trade forged ahead of British in Brazil shows how essential it is that the rebate of 20 per cent should be either abolished or extended to Imperial trade.

Windmills.

This is an essentially American industry, but, in view of Canadian possibilities, it might be well to insist on the rebate in favour of American goods being either abolished or extended to Imperial trade.

Cement.

This article ranks next to flour amongst the articles enjoying preferential treatment. For the four years preceding the rebate only 0.08 per cent of the total imports came from the United States. To correct this the Brazilian Government was induced to grant a rebate of 20 per cent on imports of American cement, with the result that for the four years, 1910-1913, the American figure rose to 5.3 per cent, and the British to 28.7 per cent. All raw materials for cement manufacture are found in Germany, so to neutralize this the Allied Powers should come to an agreement to eliminate all preferential treatment between them and organize their respective tariffs on a sliding scale, based on the probability of Germany, not only regaining the trade, but practically monopolizing the Brazilian cement market when commercial conditions are stabilized. The chief effect of the unfair conditions created by the rebate was to stimulate competition by the two greatest producers—the United Kingdom and Germany—to such an extent that they both materially improved their positions. English cement always enjoyed preference over any other kind, price for price, but in order to retain, or rather regain, the Brazilian market, the question of producing cheaper cement and improving the packing should be considered.

Dried Fruits.

In 1909, the year previous to the concession of the rebate, imports of dried fruits from the United States stood for only 2 per cent of the total and even in 1915 had only reached 4.8 per cent, so it appears that the rebate did not stimulate imports from America to a marked extent until 1916, when the percentage of American imports

reached 28·3. This was altogether abnormal and due to easier tonnage conditions and particularly to the disadvantages suffered by the French trade. The trade in dried fruits with Canada and New Zealand is as yet insignificant, but were frequent communications established might assume importance. In any case, it seems advisable in the interest of our Oversea Dominions that the rebate should either be removed altogether or its advantages extended to Imperial trade.

Office Desks and School Furniture.

No statistics of imports are available, but, even with the assistance of the rebate, duties are prohibitive, and imports limited to Government orders, on which no duties are payable.

WAR MEASURES—CANADA.

Restricted Imports—Regulations Further Amended.

Customs Memorandum 2299-B in the above matter is cancelled, and the following regulations are issued in lieu thereof:—

REGULATIONS.

1. Individual licenses, to be obtained on application to the Board of Grain Supervisors, Winnipeg, shall be required for the importation of the following, namely:—

Wheat.

2. Individual licenses, to be obtained on application to the Canadian Trade Commission, Ottawa, shall be required for the importation of the following, namely:—

Wheat flour.

Sugars.

Sardines.

Canned salmon.

3. In respect of all other restricted imports under the War Measures Act which come under the approval of the Canadian Trade Commission for license, that commission has approved a general license permitting importation from all non-enemy countries, and collectors of customs in Canada are hereby instructed to accept customs entries for such imports without further license.

4. The above regulations do not affect the various proclamations regarding trading with the enemy, nor apply to importations specially provided for.

Prohibited Exports—Regulations Further Amended.

Referring to Customs Memo. 2298-B, the regulations therein contained governing prohibited exports are amended (Customs Memo. 2317-B), to read as follows, and Collectors of Customs will be governed accordingly:—

REGULATIONS.

1. Individual licenses shall be required for the export of the following goods to all destinations:—

Gold coin.

Gold bullion.

Fine gold bars.

Russian rouble notes.

Cocaine and its salts and preparations.

Opium and its preparations.

Opium alkaloids and their salts and preparations.

Wheat.

Wheat flour and farina.

Sugars and syrups (except maple).

Molasses.

2. Individual licenses shall be required for the export of firearms to destinations other than the United Kingdom, British Possessions and Protectorates.

3. Individual licenses shall be required for all other prohibited exports to destinations other than points in the Western Hemisphere, the United Kingdom, France (including Alsace-Lorraine), Belgium, Italy, Japan and their possessions and protectorates.

4. With the exception regarding firearms as noted in section 2 above, Collectors of Customs at points of exit may license shipments of all other prohibited exports to points in the Western Hemisphere, the United Kingdom, France (including Alsace-Lorraine), Belgium, Italy, Japan and their possessions and protectorates, except the following:—

Gold coin.	Opium alkaloids and their salts and preparations.
Gold bullion.	Wheat.
Fine gold bars.	Wheat flour and farina.
Russian rouble notes.	Sugars and syrups (except maple).
Cocaine and its salts and preparations.	Molasses.
Opium and its preparations.	

5. Applications for licenses to export gold coin, gold bullion, fine gold bars and Russian rouble notes, shall be addressed to the Deputy Minister of Finance, Ottawa.

6. Applications for licenses to export wheat shall be addressed to the Chairman, Board of Grain Supervisors, Winnipeg.

7. Applications for licenses to export cocaine and its salts and preparations, opium and its preparations and opium alkaloids and their salts and preparations shall be addressed to the Minister of Trade and Commerce, Ottawa.

8. Applications for licenses to export all other prohibited goods shall be addressed to the Canadian Trade Commissioner, Ottawa.

9. With the exception of firearms, gold, Russian rouble notes, opium and cocaine (and their salts and preparations), shipments of goods on the prohibited list, when the value of no one commodity exceeds \$100, may be licensed by the endorsement of the Collector of Customs at the port of exit on the usual shipper's export entry.

10. When shipped by parcel post such small shipments as are provided for in section 9 may be accepted by postmasters for transmission without license.

TOYS FROM PERU.

The Acting British Consul at Iquitos states that he has received inquiries for British-made toys of various descriptions, and he would be glad to receive lists or catalogues from United Kingdom manufacturers for distribution to inquirers, says the *Board of Trade Journal*. Catalogues should bear the prices of all articles, even if these prices are subject to alteration without notice. A great deal of buying at Iquitos is done from catalogues, and statements of prices are therefore important.

FORMATION OF GREAT JAPANESE SHIPPING COMPANY.

Japan's bid for a much larger participation in the carrying trade of the world receives pointed illustration in the formation of a Japanese shipping company with a capital of some £20,000,000, half of which, we understand, is American subscribed, says the *British Export Trade Gazette* for May. No fewer than 36 steamers will be used, mostly of Japanese build, and three services will be maintained, viz., New York to Vladivostok, Yokohama to Odessa, and London to Colombo, showing that Japan has aspirations in this direction far beyond the limits of the Pacific.

THE CANADIAN TRADE COMMISSION.

The Canadian Trade Commission has issued the following statement:—

Mr. Lloyd Harris, head of the Canadian Mission in London, has returned to Canada for a few weeks in the interests of the work of the Mission. He expects to return to England about July 1. In the meantime Mr. H. B. Thomson will "carry on" there.

While in Ottawa Mr. Harris was interviewed about the possibilities of Canadian trade with Europe. He spoke enthusiastically of the almost illimitable opportunities, but especially emphasized the fact that individual manufacturers and groups of traders should endeavour to secure a permanent footing in the export field, and that they should regard government credits only as an assistance to this end, not as the "be all and end all" of their effort.

"I want the Canadian people to get a vision of the world trade that is thrust before them," he says. "I believe it is something altogether new on which we are entering, and will exceed the dreams of the most optimistic. All our people should now emulate the Canadian soldier, whose example and courage are known in the most remote countries in Europe. We have had many instances of this from the missions from Southern Europe. They have again and again said to me: 'We want Canada to be our guide in our reconstruction ideas, because Canada's help has been so important, and her own effort in the last twenty years in building up a country is the brightest in the world.' Greece, Roumania and the new Balkan States all desire to enter into closer relationship with Canada. I think there has never been such an opportunity, if it is used rightly. The trade we are asked to do is not of firm with firm, nor even of a group of manufacturers with a group of merchants, but it is the whole trade of a nation with a sister nation. One hundred million dollars would not be too much for Roumania alone. If we could grant so much credit, we could have the entire trade of a prosperous and secure country. That is what I mean when I want the Canadian people to get the vision of this world trade."

Mr. Harris is anxious to see Canadian shipping under Canadian register obtained in hundreds of thousands of tons, because he regards it as the missing link between an enormous potential trade and the markets which are wide open.

"Ships are the secret of our success," he says, "for we must find means of joining our railways with the railways on the other side of the ocean, that the stream of commodities may flow."

Mr. Harris expects to address a number of meetings in the Dominion before his return to London.

Lack of Business Method.

A grave statement on the lack of business method by some firms which is hurting the general Canadian reputation in Great Britain is contained in a communication from Mr. Henry B. Thomson, of the Canadian Trade Commission, now in London in an advisory capacity with the London Mission. He says:—

"It has been brought to our notice by several firms here that Canadian manufacturers and others are very lax in not replying to correspondence and inquiries, and it is having the effect of creating an impression that Canada as a whole is not looking for business, or making much effort to get it. Trifles of this kind create a false idea, as the people in the United States are very particular about prompt reply to inquiries, and furthermore carry on a regular follow-up course of correspondence. Not only has it a bad effect in creating an impression of slackness, but it is also causing some of the importers here to make strong representations to the Government to remove the import trade restrictions with other countries that are not within the Empire. At the present moment Canada is, as you are well aware, particularly favoured in this regard as compared with the United States, but if the representations of the

importers are sufficiently strong and insistent, the Government will be forced to allow certain commodities to be brought in here on a par with Canada, because these commodities cannot be procured, or apparently so, within the Dominion. Even if they have not got the stocks on hand, or do not deal in the commodities they are asked about, surely it would be a simple matter for them to write a note to the English firm inquiring and explain the situation to them."

THE PORT OF AMSTERDAM.

Amsterdam, the chief city of Holland, in the province of North Holland, lies on the south side of the Yor Ij, an arm of the Zuyder Zee. Population (estimate of 1913), 595,258. It has a spacious and secure harbour, and the largest ships can come up to the quays and warehouses. The docks are owned by the municipality.

The quays of the Amsterdam harbours have a total length of 5½ miles. The surface of the sheet of water available for sea-going vessels is about 2,000,000 square yards. The oldest part, with all modern installations, is the Handelskade or "Commercial Quay." Adapted in every respect to the requirements of big shipping, it is over 2,000 yards long. On the south side it runs along a harbour of refuge reserved for the Rhine boats, lighters, etc., which carry goods to the warehouses of the city, the provinces or in transit to Germany. It is from here and from the De Ruyterkade that the inland boats of the regular services start daily for the provincial towns. The large steamers lie moored on the north side of the Handelskade, where they find a railway line, enabling them to discharge their cargo direct into the vans. Behind this railway is a row of sheds and warehouses which again have more rails at their back.

Parallel to the Handelskade, at a distance of 250 yards on the IJ (which at this point is 600 to 1,000 yards wide), is a second quay called the Ljkade, 2,560 yards in length (see illustration on title page of this issue). The railway basins known as the "Rietlanden," with 1,050 yards of quays, the "Entrepothaven," or "Bonded Warehouse Harbour," with 400 yards of quays, and the "Ertskade," or "Ore Quay" (340 yards), are the principal basins in which the more important shipping is centred in the east of the city. The Ljkade, the Ertskade, the Entrepothaven and the end of the Westerdokdijk are now accessible to the largest steamships.

On the eastern skirt of the town is the "Petroleumhaven," having an extent of 33,500 square yards and supplied with every modern arrangement for safety. The tanks surrounding this basin have a capacity of eleven million gallons.

It is especially the great number of sheds and warehouses and the enormous corn-pit that give the city of Amsterdam the character of a commercial town, in which goods are stored in order to be distributed according to the needs of the country or the requirements of trade.

The effect of the war on the shipping trade of Amsterdam is illustrated in the following table, showing the arrivals in the harbour from 1913 to 1918:—

	Ships.	Gross Burden in cbm.
1913..	2,600	12,338,906
1914..	2,403	11,025,076
1915..	1,820	8,362,282
1916..	1,622	5,496,429
1917..	699	2,040,062
1918..	375	742,456

PILFERAGE IN SOUTH AMERICAN PORTS.

The attention of shippers is directed towards the necessity for the secure packing of goods for South America; also that no responsibility should be undertaken as to the contents of packages after delivery to steamer, says the *Board of Trade Journal*. Shippers to the ports of Callao and Mollendo should give special attention to the matter.

THE 1920 EXHIBITION AT PRETORIA.

(*The Times Trade Supplement*, April 19, 1919.)

The proposed exhibition in Pretoria during next March and April (1920), for which a capital of at least £100,000 will be raised, will probably rank among the big fairs of the world, like those of Toronto, Lyons, Bordeaux, etc. So far as mere attendance or "gate" is concerned European countries, of course, have the advantage in population; but from the point of view of world trade, quality of goods, and the attendance of real buyers—which are after all the chief things that matter—there is no reason why the Dominions should not be in the front rank.

THE SECTIONS.

It is intended that there shall be at Pretoria a very large and representative display of the agricultural, mining, and industrial productions of South Africa, including if possible Rhodesia and Mozambique. The many new industries which have been recently started in South Africa will be represented. Special features will be made of mechanical transport and machinery. South Africa is badly in need of improved means of transport, and every effort will be made to secure a good collection of motor vehicles from overseas, embodying all the latest improvements of the last three or four years, in British and American makes. The machinery hall will also merit the closest attention.

TRADE PROSPECTS IN PALESTINE.

Generally speaking, there are no big commercial concerns in Palestine, says Moses Levene in the *Egyptian Gazette*, quoted in the *United States Commerce Reports*. In the big towns the majority of traders are middlemen, possessing from about £500 (\$2,500) to £2,000 (\$10,000). There are very few whose capital is above £10,000 (\$50,000). Christians and Mohammedans are generally wealthy landowners, and there are Jewish planters who also possess considerable investments in immovable property. In Jerusalem perhaps 75 per cent of the commerce is in Jewish hands, 25 per cent being divided almost equally between the Christians and Mohammedans. At Jaffa there is nearly an equal division between the above denominations; at Gaza and Hebron it is entirely in Mohammedan hands. The commerce of Haifa before the liberation of Galilee was monopolized by the Germans, who had the finest shops in all the towns.

ORIGIN OF IMPORTS.

Although the Hauran could supply the whole of the Palestine population with flour, transport of grain was so difficult and expenses so heavy as to make flour imports from abroad available quicker and at cheaper prices. Many cargoes of flour used to be imported from Salonica, Odessa, and Roumania. Provisions were generally imported from England. Herring were brought from Holland and Scotland, and sardines from Spain, cocoa from Holland, and chocolate and cheese from Switzerland. Rice was imported from Egypt and Rangoon; sugar from Marseille, Austria, Russia, and Egypt; and petroleum from Batum, Roumania, and America.

For three or four years preceding the war the import of building material assumed great proportions. In the towns and farms many new houses were erected, and at Jerusalem many public buildings were in the course of construction. Though

the best material came from Belgium and England, Germany succeeded in dumping its goods into Palestine, for the reason that they were cheaper, and German firms afforded greater facilities to their local customers. Goods used to be delivered at hardware shops against bills payable after 90 or even 180 days. There is hardly any building material left in the country, and as soon as reconstruction and immigration begin there will be a great demand for hardware. The same may be said in regard to agricultural implements. Wood used to be imported from Sweden, Austria, and Roumania, and tiles from Marseille. Some years before the war some Germans and Jews began experimenting in the local manufacture of cement stones and columns, which yielded great satisfaction.

Another important branch of imports was cloth and ready-made clothing. The best quality came from England, but this trade was generally captured by the Austrians, who studied the local market, supplying the natives with their requirements at cheaper prices. Linen and Manchester goods were in great demand before the war, and are much more so now after the Turks have denuded the people of all they possessed. Before the war Austria and Italy competed with England in the linen line, which countries also exported large quantities of silk to Palestine.

ESTIMATE OF LUMBER NECESSARY FOR COTTAGES IN THE UNITED KINGDOM.

(*United States Trade Commissioner F. W. Powell, London, in Commerce Reports.*)

According to a report of a committee of the local government boards for England, Wales and Scotland, appointed to consider questions of building construction, there is a shortage of 300,000 "working-class" houses in England and Wales and 109,000 in Scotland. Appended to the report is an estimate of materials for 300,000 cottages, from which the following excerpt is presented, showing the minimum quantities of lumber required:—

Timber for carpenters' work (floor and ceiling joists, roof timbers, etc.) standards.	171,625
Timber for joinery for the following: 1,950,000 Windows, 3,600,000 doors and frames, 300,000 dressers, 300,000 stair-cases. standards	175,070
Oak or hardwood. "	10,045
Rough boarding. "	6,278
Slating battens. running feet	169,537,500
Tiling battens. "	302,238,750
Laths. bundles	3,504,750

NOTE.—A standard=165 cubic feet or 1,980 board feet.

THE WORLD'S GREATEST CONCESSION.

(*Timber Trades Journal.*)

In *Social Demokraten*, some particulars are given of the giant concession, the greatest hitherto granted in the world's history, which the Soviet Government of Russia has decided in principle to offer to foreign capitalists. It comprises partly the railway properties from Ob, in Siberia, to Petrograd and Archangel, and partly the rights and usufruct to 17½ millions tunnland of forests in the vicinity of the lines; further, the use of the water-falls in the neighbourhood and the use of ore discoveries. Finally, the concessionaires have the right to open their own banks at all the railway stations and in the neighbouring towns. The railways alone are estimated to represent a capital of 4½ thousand millions of German marks.

NEW INCORPORATIONS.**Dominion.**

The Construction and Improvement Company, Limited. Incorporators: Jacques Raoul Duquette, builder; Aureole Cyr, civic employee; Georges Coutu, notary; Joseph Marie Savignac, notary—all of Montreal; and Cyrille Cantin, insurance agent, Longueuil, Que. Capital \$75,000, divided into 750 shares of \$100 each. Chief place of business, Montreal.

Great West Natural Gas Corporation, Limited. Incorporators: Grant Cooper and Howard Addison Hall, barristers-at-law; Lilian Murray Heal, accountant; Lillian Dillon and Rita Hatton, stenographers—all of Toronto. Capital \$12,500,000, divided into 125,000 shares of \$100 each. Chief place of business, Toronto.

Canadian Export Clothiers, Limited. Incorporators: Gui Casimir Papineau-Couture and Louis Fitch, advocates; Abraham Saul Cohen, book-keeper; Emma Simpson, stenographer; and Joseph Philip Beaupré, bailiff—all of Montreal. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

National Abattoirs, Limited. Incorporators: Louis Audet Lapointe, Member of Parliament; Benjamin Barnett Lusher, cattle dealer; Morris Belinsky, manager; Charles Rosenthal, merchant; and Tancrede Morin, manufacturer—all of Montreal. Capital \$199,000, divided into 1,990 shares of \$100 each. Chief place of business, Pointe-aux-Trembles, Que. (Private company.)

Briggs and Turivas of Canada, Limited. Incorporators: James Leith Ross, Arthur Wellesley Holmsted and Albert Roy Kinnear, barristers-at-law; Edith Mary Carruthers and Aileene Ritchie, stenographers—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Toronto.

Canadian Snyderfiba Container Company, Limited. Incorporators: Errol Languedoc, Ralph Erskin Allan and Jean Pierre Charbonneau, advocates; William Taylor and Frederick William Tofield, managers; Bruce Stuart Crombie, secretary; Ethel Maud Kelley, stenographer; and Angus McLeod Murray, cashier—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Hamilton Lamp Company, Limited. Incorporators: Lyman Lee and Thomas Hamilton Simpson, barristers-at-law; Reba Myers and Laura Alma Law, stenographers; and Marjorie Lee, book-keeper—all of Hamilton. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Hamilton. (Private company.)

The Commercial Community Company, Limited. Incorporators: Albert Paul Dorias, Oscar Pierre Dorias and Pierre Euclide Lefebvre, advocates; Jacques Penne-ton and Robert Poisson, law students—all of Montreal. Capital \$100,000, divided into 2,000 shares of \$50 each. Chief place of business, Montreal.

Snyderfiba Barrel and Box Company, Limited. Incorporators: Errol Languedoc, K.C.; Ralph Erskin Allan and Jean Pierre Charbonneau, advocates; William Taylor and Frederick William Tofield, managers; and Bruce Stuart Crombie, secretary—all of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

Victor Manufacturing Company, Limited. Incorporators: John MacNaughton, advocate; Robert Dodd, broker; James Geary Cartwright and James Burnett Taylor, managers; and Edwin Wilfred Griffith, agent—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Aivazoff and Penklo Company, Limited. Capital, \$200,000. Registered office, Vancouver.

The Mable Lake Ranching Company, Limited. Capital, \$100,000. Registered office, Vernon.

Rotary Gold Dredging and Manufacturing Company, Limited. Capital, \$500,000. Registered office, Vancouver.

Simplex Mill Manufacturing Company, Limited. Capital, \$100,000. Registered office, Vancouver.

Taylor Management Corporation, Limited. Capital, \$100,000. Registered office, Vancouver.

Manitoba.

Western Canada Aeroplane Company, Limited. Incorporators: Glenlyon Campbell McDonald, barrister-at-law; Herbert William Hollis, accountant; Jesse Anderson Joseph, clerk; Gladys Doynne-Pigott, clerk; and Christine Cicely Otter, stenographer—all of Winnipeg. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Winnipeg.

Partridge & Halliday, Limited. Incorporators: James Albert Partridge, plumber; Daniel Cameron Halliday, plumber; John Paul McArthur, barrister-at-law; Charles Clawson Ringland, plumber; Charles Edward Walton, plumber—all of Winnipeg. Capital \$50,000, divided into 500 shares of \$100 each. Chief place of business, Winnipeg.

Saskatchewan.

The Kennedy Brothers, Limited. Incorporators: F. M. Torney, R. H. Kennedy and J. Kennedy—all of Moosejaw. Capital \$150,000, divided into 1,500 shares of \$100 each. Registered office, Moosejaw.

Ontario.

Mohawk Petroleum Company, Limited. Incorporators: William Frederick Wagner, oil operator; and Catherine Rebecca Wagner, married woman—both of Enniskillen; Jonathan Albert Zohn, broker, and Harvey James Williamson, electrician—both of Detroit, Mich.; and Reginald George Romeyn Mackenzie, of Petrolia. Capital \$150,000, divided into 15,000 shares of \$10 each. Head office, Petrolia.

H. A. Wood Manufacturing Company, Limited. Incorporators: Melvin George Hunt, barrister-at-law; David McLaren, office clerk; Lewis Ernest Denyes and Clarence Herbert McArthur, brokers; and Easton Marshall Ansley, stenographer—all of Toronto. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Head office, Toronto.

Saskatchewan.

The Melfort Building and Contracting Company, Limited. Incorporators: Harold G. Dawson, Olin D. Hill and A. E. Cairns—all of Melfort. Capital, \$50,000. Registered office, Melfort.

Franklin Garage Company, Limited. Incorporators: James M. Stevenson, C. J. Brasier and S. A. Henderson, all of Saskatoon. Capital, \$50,000. Registered office, Saskatoon.

Regina Silver Black Fox Company, Limited. Incorporators: Claude P. Ellis, S. R. Flanders, W. W. Hall—all of Winnipeg. Capital \$200,000. Registered office, Regina.

A NEW SOURCE OF TURPENTINE OIL AND ROSIN.

A new source of turpentine oil and rosin has been found in an Indian frankincense, or olibanum, which is obtained from the *bowellia serrata*, a tree widely distributed through the forests of Central India, says the *Swedish Chamber of Commerce Journal*. The resinous substance which exudes from this tree contains a kind of turpentine, a rosin and a gum. Investigations as to methods of separation of these constituents and as to their marketable use have been made by the forest authorities in India.

The result of these investigations, which have been continued at the Imperial Institute, is that the turpentine oil is equal to good quality American oil, and could replace the latter in the preparation of paints and varnishes. The rosin would also be quite suitable for the same purpose.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending May 22, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	1,450,229	584,782	522,135	218	41,226	3,598,590
Consolidated Elevator Co.	462,265	53,273	62,825	17,625	1,455	597,443
Empire Elevator Co.	556,581	167,789	51,915	15,874	3,472	795,631
Ogilvie Flour Mills Co.	688,391	59,357	137,037	..	11	884,796
Western Terminal Elevator Co.	542,691	48,043	30,689	28,565	1,482	651,470
G.T. Pacific	1,817,047	488,942	56,595	20,955	5,047	2,388,586
Grain Growers' Grain Co.	240,553	493,677	255,921	..	31,716	1,021,867
Fort William Elevator Co.	433,866	240,705	78,549	17,133	3,138	773,391
Eastern Terminal Elevator Co.	453,853	54,643	74,203	..	10,554	593,253
Northwestern Elevator Co.	287,078	38,593	36,277	..	..	361,948
Port Arthur—						
Port Arthur Elevator Co.	2,331,455	979,930	461,917	..	66,952	3,840,254
Sask. Co-operative Elevator Co.	770,519	246,504	112,647	57,179	17,282	1,204,131
Canadian Government Elevator	533,741	238,310	139,961	16,020	11,992	940,024
Can. Govt., o/c Imperial Government	..	..	..	63	..	63
Thunder Bay	378,053	448,273	114,776	8,817	4,404	954,323
Davidson & Smith	242,213	157,346	139,145	..	7,313	546,017
Eastern—Richardson	625,023	78,396	84,215	16,440	129,245	933,319
Total Terminal Elevators.....	11,813,558	4,378,563	2,358,807	198,989	335,289	19,085,106
Saskatoon Can. Govt. Elevator.	294,031	854,039	110,282	1,522	†4,501	1,264,395
Moosejaw Can. Govt. Elevator.....	510,455	416,052	56,437	1,763	†3,672	990,142
Calgary Can. Govt. Elevator.....	420,749	281,191	67,986	922	†3,432	788,076
Vancouver Can. Govt. Elevator	25,543	91,640	..	220	†11,605	117,403
Total Interior Terminal Elevators.	1,250,778	1,642,922	234,705	4,427	15,559	3,159,996
Depot Harbour	378,742	..	..	..	..	378,742
Midland—						
Aberdeen Elevator Co.	56,986	..	..	..	..	56,986
Midland Elevator Co.	Not reported.	..	..	..	..	..
Tiffin, G.T.P.	810,268	..	491,856	..	..	1,302,124
Port McNicoll	1,855,659	1,045	54,345	..	..	1,911,049
Collingwood	..	..	..	..	..	..
Godfrich—						
Elevator & Transit Co.	569,449	210,670	..	..	..	780,119
West Canada Flour Mills Co., Ltd. ..	582,955	..	..	..	..	582,955
Kingston—						
Montreal Transportation Co.	..	..	..	..	..	..
Commercial Elevator Co.	1,413	..	..	..	..	1,413
Port Colborne Dom. Govt. Elevator ...	1,411,573	..	238,330	..	..	1,649,903
" Maple Leaf Milling Co., Ltd.	816,728	..	..	..	..	816,728
Prescott	..	..	..	..	..	..
Montreal—						
Harbour Commissioners No. 1.	2,558,901	55,056	630,588	..	..	3,244,545
" " No. 2.	1,144,279	161,202	431,682	..	..	1,737,163
Montreal Warehousing Co.	1,429,993	..	138,347	7,000	..	1,575,340
Quebec Harbour Commissioners	636,912	27,464	..	..	..	664,376
West St. John, N.B.	395,472	11,644	51,594	..	..	458,710
Halifax, N.S.	..	..	..	..	..	..
Total Public Elevators.....	12,649,300	467,081	2,036,742	7,000	†11,605	15,160,123
Total quantity in store.....	25,713,636	6,488,566	4,630,254	210,316	350,848	37,405,225

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended May 22, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		12,239	91,618		103,857
No. 1 Northern		2,901,136	892,859	3,113,728	6,907,723
No. 2 "		2,038,944	128,945	2,456,395	4,624,284
No. 3 "		1,536,739	69,999	2,079,290	3,686,028
No. 4 Wheat		865,264	6,257	1,784,401	2,655,922
No. 5 "		1,487,126	6,710	803,551	2,297,387
No. 6 "		1,430,722	6,272	1,355,787	2,793,781
Other		541,388	36,641	1,055,148	1,633,177
Australian			11,477		11,477
Totals		11,813,568	1,250,778	12,649,300	24,713,636
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		365,929	165,413	24,604	555,946
No. 3 "		479,613	204,226	42,162	726,001
Ex. No. 1 Feed		564,693	341,060	104,152	1,009,905
No. 1 Feed		558,602	342,545	85,757	986,904
No. 2 "		1,727,162	496,413	168,597	2,392,172
Other		680,857	93,265	41,809	815,931
Totals		4,378,563	1,642,922	467,081	6,488,566
Barley—					
No. 3 extra C. W.				1,235	1,235
No. 3 C. W.		461,413	51,075	1,269,658	1,782,146
No. 4 "		1,159,384	116,409	348,248	1,624,041
Feed		200,607	28,934	21,420	250,961
Rejected		283,866	23,686	284,254	591,806
Other		253,537	14,601	111,927	380,065
Totals		2,358,807	234,705	2,036,742	4,630,254
Flax—					
No. 1 Northwestern Canada.....	62	137,101	2,025	7,000	146,188
No. 2 C. W.		39,745	555		40,400
No. 3 "		17,932	987		18,919
Rejected			57		157
Imperial Govt.			239		239
Other		4,049	564		4,613
Totals	62	198,827	4,427	7,000	210,416
Rye—					
No. 1 C. W.		4,457			4,457
No. 2 "		237,157	12,369		249,526
Rejected		35,541			35,541
No Grade		12,876			12,876
Other		45,258	3,190		48,448
Totals		335,289	15,559		350,848
Corn			11,605		11,605
Total quantity in store...		19,085,106	3,159,996	15,160,123	37,405,225

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on May 23, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
<i>May 23, 1919—</i>			
Terminal elevators.....	11,813,558	7,271,548	19,085,106
Interior terminals.....	1,250,778	1,909,218	3,159,996
Public elevators in the East.....	12,649,300	2,510,823	15,160,123
Total.....	23,713,636	11,691,589	37,405,225
<i>May 24, 1918—</i>			
Terminal elevators.....	580,710	5,667,371	6,248,081
Interior terminals.....	831,753	3,307,663	4,139,416
Public elevators in the East.....	4,614,903	6,795,206	11,410,109
Total.....	6,027,366	15,770,240	21,797,606
<i>May 25, 1917—</i>			
Terminal elevators.....	13,717,833	9,729,000	23,446,833
Interior terminals.....	3,234,340	1,538,595	4,772,935
Public elevators in the East.....	4,362,859	5,991,039	10,353,898
Total.....	21,315,032	17,258,634	38,573,666
<i>May 26, 1916—</i>			
Terminal elevators.....	12,595,909	5,130,458	17,726,367
Interior terminals.....	3,523,526	1,244,770	4,768,296
Public elevators in the East.....	9,224,794	7,268,363	16,493,157
Total.....	25,344,229	13,643,591	38,987,820
<i>May 27, 1915—</i>			
Terminal elevators.....	2,739,493	3,171,795	5,911,288
Interior terminals.....	286,136	428,550	714,686
Public elevators in the East.....	4,065,008	2,452,797	6,517,805
Total.....	7,090,637	6,053,142	13,143,779
<i>May 28, 1914—</i>			
Terminal elevators.....	5,169,221	8,504,842	13,674,060
Public elevators in the East.....	5,287,534	4,479,776	9,767,310
Total.....	10,456,755	12,984,618	23,441,373

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending May 22, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....				—
C.P.R., West St. John, N.B.....	145,245			145,245
Government Elevator, Port Colborne, Ont				—
Aberdeen Elevator, Midland, Ont	85,074			85,074
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R				—
Montreal Warehousing Co., Montreal, Que.....	165,313	15,931		181,244
Quebec Harbour Commissioners, Quebec.....	214,334			214,334
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.....	1,564		1,639	3,203
Halifax, N.S., C.G.R.....				—
Port McNicoll, C.P.R.....		39,264		39,264
Goderich Elevator and Transit Co.....				—
Midland Elevator Co., Midland, Ont.....				—
Canadian Nat. Ry. Elevator, St. John, N.B.....				—
Total.....	671,492	55,195	1,639	671,492

SAW-MILLING INDUSTRY IN QUEENSLAND.

(Chamber of Commerce Journal for May, 1919.)

During the last four years the output of the saw-milling industry in Queensland has shown a gradual decline. The quantity of softwoods cut was 70½ million superficial feet in 1917, as compared with 101 million feet in 1914; the quantity of hardwood cut was 41 million superficial feet in 1917, as against 66½ million in 1914, whilst of cedar, only 198,000 feet were cut in 1917, as compared with 669,000 in 1914. During the four years the value per 100 superficial feet for softwoods has risen from 16s. 7d. to 18s. 3d.; that for hardwoods has risen from 18s. 5d. to 21s. 3d., whilst the value of cedar has dropped from 42s. 10d. to 39s. 4d. The fact that during a period of four years the output has steadily decreased while prices for most of the produce have risen suggests that a period of recovery and expansion is due. At the Interstate Forestry Conference held in Perth in November, 1917, the fact was disclosed that the timber resources of Australia are very much less than is generally supposed, and that there will be very grave difficulty in securing even 25 million acres of valuable reserves for the whole of Australia.

GOODS IN DEMAND AT SMYRNA, TURKEY IN ASIA.

(Commissioner Louis Heck in United States Commerce Reports.)

A summary survey of the local market reveals the following lines to be the most in demand at present:—

Cotton cloth, plain and grey colours; thread, black and white; cheaper grades of cotton and flannel underwear, shirts, socks, stockings, all colours, rather fancy; burlap or jute sacks and sackings; sugar; rice; spices—pepper, nutmegs, mustard, etc.; standard medicines and drugs—castor oil, soda, quinine, cream of tartar, bandages, hospital supplies, etc.; shoes for men, women, and children; cheaper grades of ready-made clothing, chiefly smaller sizes, for men, women, and children; cheaper grades of hardware—wire nails, horseshoe nails, horseshoes (small sizes), screws, saws, etc., spades, shovels, picks, axes; new graphophone records, and needles; toilet articles, perfumery, etc.; tinned and bottled fruits and vegetables; agricultural implements, dyes.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBER DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1272. **Representation.**—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

1273. **Paper, cardboard, etc.**—A London firm ask for names of Canadian manufacturers of crepe paper napkins, cardboard, plates and lace paper doyleys.

1274. **Hardware.**—A London manufacturers' agent is prepared to undertake the representation of Canadian manufacturers of hardware (especially brushes, brooms, tinware and enamelware), and other household supplies.

1275. **Paper.**—A London correspondent just discharged from H.M. forces wishes to take up agencies for Canadian manufacturers of paper.

1276. **Newsprint.**—A London firm desire to get into touch with Canadian manufacturers of "news" paper. It is required for shipment to South Africa.

1277. **Sugar.**—A British firm wish to get into touch with Canadian sugar refiners seeking export trade.

1278. **Toilet paper.**—A London company ask to be placed in communication with Canadian manufacturers of toilet paper in rolls and packets.

1279. **Crepe paper serviettes.**—A London company wish to obtain from Canadian manufacturers quotations for crepe paper serviettes similar to samples on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1280. **Confectionery; broom handles.**—A London company ask to be placed in touch with Canadian manufacturers of confectionery, *i.e.*, A.B. gum drops, mint creams, and hard candies, who can fill orders; and also with manufacturers of broom handles of the usual sizes, of which they purchase large supplies.

1281. **Washboards, clothes pegs, pasteboards, etc.**—A Liverpool firm are interested in offers of the above.

1282. **Clothes pins, washboards.**—A Liverpool importer is in the market for clothes pins and washboards.

1283. **Household woodenware.**—A Liverpool firm are in the market for woodenware.

1284. **Broom handles.**—A Liverpool firm desire to be brought in touch with Canadian exporters.

1285. **Wire nails.**—A Liverpool importer inquires for wire nails.

1286. **White pine.**—A Liverpool firm are in the market for considerable quantities of Canadian white pine.

1287. **Doors.**—A Liverpool firm are interested in carlot offers of pine doors.

1288. **Maple flooring.**—A Liverpool firm would like to receive carlot offers of maple flooring.

1289. **Broom handles, dowels.**—A Liverpool firm are interested in Canadian exportations.

1290. **Box shooks.**—A Liverpool timber broker wishes a Canadian connection for the distribution of box shooks.

1291. **Confectionery.**—A Liverpool firm ask to be placed in touch with manufacturers of confectionery.

1292. **Apples.**—A Liverpool firm, who handle from 50,000 to 100,000 barrels and up to 100,000 boxes of apples annually, wish to hear from exporters with a view to purchase or sale on commission. They especially wish to develop a box-apple connection.

1293. **Condensed milk.**—A Liverpool firm wish to represent a Canadian packer desiring to supply this market with condensed milk.

1294. **Birch or maple skewers.**—A Liverpool importer wishes to receive offers of birch or maple skewers, $4\frac{1}{2}$ -inch to 11-inch, in carload lots.

1295. **Asbestos fibre.**—A Liverpool firm wish to be placed in communication with exporters of asbestos fibre.

1296. **Washboards.**—A Liverpool firm are interested in washboards.

1297. **Clothes pegs.**—A Liverpool firm desire to hear from Canadian exporters.

1298. **Wire nails.**—A Liverpool firm wish to get into touch with exporters of wire nails.

1299. **Mica.**—A Rotterdam commission merchant is desirous of securing an agency for the sale of Canadian mica in Holland.

1300. **Paper.**—A British importer of paper would like to get samples and quotations of latest prices f.o.b. Canadian port for all kinds of Canadian paper. He is prepared to pay cash against documents through his banker.

1301. **Paper.**—A paper maker's agent who has had twenty years' experience in the importation of Scandinavian and Belgian papers for sale in the United Kingdom wishes to secure supplies from Canada, either buying or acting as an agent for Canadian companies. He specializes in papers suitable for the paper-bag trade such as krafts, M.G. sulphites, etc. He also has a large business in wrapping and printing papers and paper board of all descriptions. His connections among the large buyers are very extensive and long established. Can furnish excellent bank and trade references.

1302. **Boots and shoes.**—A manufacturers' agent in Cape Town, South Africa, would like to get into communication with Canadian manufacturers of boots and shoes with a view to development of trade in South Africa.

1303. **Foodstuffs and raw materials.**—A firm in Antwerp, Belgium, wish to get into communication with Canadian exporters of foodstuffs and raw materials.

1304. **Electrical and motor accessories.**—A British firm wish to get into communication with Canadian manufacturers of electrical and motor accessories.

1305. **Representation.**—A New Zealand commission merchant now visiting England would like to get into communication with Canadian manufacturers desirous of representation.

1306. **Cedar sticks.**—A firm in London, England, require cedar sticks in lots of 100 gross and upwards. One set of samples of the sticks required has been received by the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1307. **Sugar.**—A firm in Scotland, who are desirous of importing Canadian sugar, granulated and other grades, ask to be placed in touch with Canadian manufacturers in a position to fill export orders.

1308. **Glass.**—A distributing business agency in St. John's wishes to be put in communication with a Canadian manufacturer of glass.

1309. **Wood-working machinery.**—A Government organization in Siberia are desirous of receiving prices and other particulars for machinery for cleaving and saw-

ing wood, such machines to be supplied with saws suitable for logs from 21 to 28 inches and to be worked by oil or gasoline engines.

1310. **Watchmaking machinery.**—A firm in Siberia are desirous of receiving particulars from Canadian firms in a position of supply machines and apparatus used by watchmakers.

1311. **Stationery, musical instruments, etc.**—A firm in Siberia wish to get in touch with Canadian firms in a position to supply the above.

1312. **Trade with Siberia.**—A Siberian firm with offices in Vladivostok and connections with Western Siberia desirous of getting in touch with Canadian firms who wish to appoint representatives with a view to doing business in Siberia, especially in machinery, implements, and similar lines.

1313. **Agencies.**—A merchant of the Island of Gaudeloupe, French West Indies, would like to enter into relations with Canadian firms exporting wheat flour, codfish and beans.

1314. **Food products.**—A commission merchant in Lyons claiming to have connection with all the flour merchants and bakers of that district wishes to get into communication with Canadian manufacturers of food products with a view to business arrangements. Will furnish references to those who write him.

1315. **Agencies.**—A commission merchant of Paris wishes to act as representative of Canadian manufacturers who can supply ticking, blankets and sheeting, horse-hair cord, chairs, washed and treated wools.

CYPRUS A GROWING MARKET FOR MERCHANDISE.

(British Export Trade Gazette for May, 1919.)

Cyprus is in the main an agricultural country, and it is in this direction that progress may be most looked for, particularly as specially good prices have recently been obtained in Egypt and elsewhere for the island's produce. The Agricultural Department are encouraging by every means the cultivation of vines and fruit trees on modern lines; and recent years have seen a great improvement not only in the methods of cultivation, but also in the quality of the wine produced and in the preparation of sultana and other raisins.

Considerable extension of the area devoted to olive-tree plantations has also been undertaken, and it is hoped that the island will not only be able to meet its own requirements in olive oil, but will also establish an export trade in this product. All these industries are developing an increasingly good market for the various classes of machinery, implements, and other plant required. In addition, municipal enterprise, bent on improving such public services as drainage and water supply, is responsible for some valuable contracts for the necessary plant and material. During 1917 no fewer than 25 water-supply installations were carried through. In regard to general commerce, the fact that farmers and stock-breeders have been making handsome profits during the war, and that the inhabitants generally are becoming increasingly prosperous, encourage the anticipation that the market will be a steadily-improving customer for miscellaneous merchandise, and particularly for articles of a domestic or personal character.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Megantic, White Star-Dominion Line, about June 5; *Corsican*, C.P.O.S. Line, about June 6; *Metagama*, C.P.O.S. Line, about June 7; **Empress of Britain*, C.P.O.S. Line, about June 10; *Rimouski*, White Star-Dominion Line, about June 10; *Tunisian*, C.P.O.S. Line, about June 15; *Melita*, C.P.O.S. Line, about June 17; *Scotian*, C.P.O.S. Line, about June 22.

*Sails from Quebec.

MONTREAL TO LONDON.

Mendip Range, C.P.O.S.-Furness Line (Furness), about June 5; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about June 5; *Dunbridge*, C.P.O.S.-Furness Line (C.P.O.S.), about June 6; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about June 10; *Montezuma*, C.P.O.S.-Furness Line (C.P.O.S.), about June 11.

MONTREAL TO ANTWERP.

Glenspean, C.P.O.S.-Furness Line (Furness), about June 7; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about July 9.

MONTREAL TO HAVRE.

Honduras, Compagnie Canadienne Transatlantique, about June 15.

MONTREAL TO ROTTERDAM.

Mottisfont, C.P.O.S. Line, about June 13.

MONTREAL TO GLASGOW.

Montcalm, C.P.O.S. Line, about June 11; *Holbrook*, C.P.O.S. Line, about June 15.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Sardinian, C.P.O.S. Line, about June 6; *Turcoman*, Dominion Line, about June 7.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about June 12; *Manchester Hero*, Manchester Liners, about June 19; *Manchester Division*, Manchester Liners, about June 28.

MONTREAL TO HULL.

Maplemore, Furness Line, about June 14; *Grampian Range*, Furness Line, about June 16; *Norfolk Range*, Furness Line, about June 27.

MONTREAL TO LEITH.

Cairnmona, Thomson Line, about June 14.

TO DUBLIN.

Lord Downshire, Head Line, about June 25.

MONTREAL TO BELFAST.

Fanad Head, Head Line, about June 8; *Ramore Head*, Head Line, about June 10.

MONTREAL TO HAVRE (FRANCE).

Honduras, Canadian-Trans-Atlantique Line, about June 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan MacWilliam, Houston Lines, about June 10.

MONTREAL TO SOUTH AFRICA.

Cape Town, *Port Elizabeth*, *East London*, *Durban* and *Delagoa Bay*.

Egori, Elder Dempster Line, about June 10.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (*Port Chalmers*).

Waipara, New Zealand Shipping Co., about June 20.

MONTREAL TO BARBADOS, TRINIDAD AND DEMERARA, B.W.I.

Canadian Voyageur, Can. Govt. Merchant Marine, Ltd., about June 10.

MONTREAL TO KINGSTON (JAMAICA) AND CUBA.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about June 10.

From St. John.

ST. JOHN TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about June 28.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS, ST.
VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Chaleur, Royal Mail Steam Packet Co., about June 7.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA AND HONG KONG.

Suwa Maru, Nippon Yusen Kaisha, about June 19.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Correos, Teriente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915, 1916.

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COMMERCIAL INTELLIGENCE BRANCH

CANADA



The City of Vladivostok. (See p. 1061.)

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(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1919

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WEEKLY BULLETIN

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IMPORTANT TO ALL CANADIANS EXPORTING TO THE UNITED KINGDOM.

A cablegram from the Secretary of State for the Colonies to the Governor General of Canada, dated June 4, says, referring to the cablegram of March 12 announcing the removal of all restrictions on the importation into the United Kingdom of goods, the manufacture of British Dominions, except in the case of gold and spirits other than brandy and rum and hops, the Board of Trade has decided to accept as produce or manufacture of the British Dominions goods which owe at least 75 per cent of their total value to Dominion or Colonial labour and materials. It is not contemplated, however, that so high a percentage should be applied for the purpose of preference. This means that in order that Canadian manufacturers may enjoy the privilege of exporting goods to the United Kingdom, free from the restrictions imposed on the manufacturers of foreign countries, they must make a declaration in each case that 75 per cent of the total value is due to labour and materials of Canada, or some other part of the British Empire.

TRADE WITH THE LEFT BANK OF THE RHINE.

The British Board of Trade announces that it will no longer be necessary for exporters to obtain licenses from the Export License Department before shipping to the territories on the left bank of the Rhine in the occupation of the Associated Governments goods other than those included in List A and B of prohibited exports.

PROPOSAL TO INCREASE FRENCH IMPORT DUTIES.

Commercial Attaché C. D. Snow has cabled from Paris that on May 27 the Minister of Finance Flotz laid before the French Parliament proposals for increased taxes, says the *United States Commerce Reports*. The proposals included ad valorem surtaxes on imports and a government petroleum monopoly. Increased prices have resulted in a decreased percentage of protection by specific duties, and the proposal is for ad valorem surtaxes on manufactured goods to give the same relative protection as before the war. The increased duties are mentioned as accompanying a progressive removal of the import prohibitions.

The French import duties, which are nearly all specific in form, were adopted at a time when the average prices were much lower than at the present time and when the duties were equivalent to a higher proportion of the actual value of the goods. By reason of the increase in prices the duties now represent a much smaller percentage of the value of the goods, and the protection to domestic industries is proportionately less.

BRITISH GOVERNMENT TAKES OVER IRISH FLAX.

(Cablegram from Consul General Robert P. Skinner, London, in United States Commerce Reports.)

Ministry of Munitions takes possession from July 1 all flax of the 1919 crop grown in Ireland as and when harvested. Flax will be divided into six grades. The following prices in each case delivered at appointed centre will be paid therefor: First grade, 35s.; second grade, 33s.; third grade, 31s.; fourth grade, 29s.; fifth grade, 27s.; sixth grade, 25s.; all per stone. Flax inferior to sixth grade will be taken over according to relative value. All 1918 flax or previous years grown in United Kingdom will be graded and paid for in terms of last year's order.

SIBERIA AS A MARKET FOR CANADIAN GOODS.

REPORT OF SUB-COMMITTEE ON MARKETS AND SUPPLIES OF THE CANADIAN ECONOMIC COMMISSION (SIBERIA).

C. F. JUST AND L. D. WILGRESS.

The investigations of the Canadian Economic Commission (Siberia), have convinced us that Siberia presents a large market for a great variety of products which are manufactured in Canada.

TERRITORY.

Siberia proper, exclusive of Russian Central Asia, covers an area of 5,230,415 square miles, which is more than one-third greater than the total area of Canada. This territory stretches for a distance of approximately 6,000 miles from the Ural mountains to the Pacific ocean and is bordered on the north by the Arctic ocean and on the south by the outposts of the Chinese Empire, along the Mongolian and Manchurian frontiers.

Within the borders of Siberia are found fertile plains of black earth; grazing prairie lands; rolling downs; rugged plateaus; extensive forests and frozen Arctic wastes. The territory is rich in agricultural resources, furs, minerals and forest wealth.

GEOGRAPHICAL DIVISIONS.

Geographically and economically Siberia may be divided into three main divisions:—

WESTERN SIBERIA.

Which comprises practically the whole of the watershed of the Ob river, is made up of the provinces of Tobolsk and Tomsk and the districts of Akmolinsk and Semipalatinsk. From north to south, Western Siberia is comprised of several zones. In the far north the barren Arctic wastes, south of which is a wide extent of forest belt. About the 56th degree of latitude the forest belt merges imperceptibly into the arable zone which is a continuation of the black earth region of Southern Russia. The bulk of the population of Siberia is settled in this arable zone, which economically is the most important part of the country. It was here that the stream of Slavonic immigration from European Russia was first directed, and it is here that European commercial influence is most widely spread and most deeply rooted. South of the black earth belt, commencing at about latitude 53, are the dry steppes, suitable only for grazing but supporting large flocks of horses, cattle and sheep. The southern boundary of Western Siberia is formed by the Altai Mountain chain, which crosses the continent in a northeasterly direction. The foothills of the mountains provide some of the most fertile lands in Siberia, while the higher slopes afford excellent pastures.

CENTRAL SIBERIA.

Central Siberia stretches from west of the Yenisei river to Lake Baikal and comprises the provinces of Yenisei, Irkutsk and Yakutsk. Most of this section of Siberia consists of forest lands. In the south there are rolling downs and semi-mountainous country, covered for the most part with forests. In the valleys there are patches of arable land. The development of Central Siberia has been hindered owing to the distance from export markets, the rail haul to either the Pacific or Baltic seaboards being too long to permit, in normal times, the shipping abroad of the products of this region.

EASTERN SIBERIA.

The third district into which Siberia may be divided economically is that which is known as the Russian Far East, and stretches east from Lake Baikal to the Pacific ocean. This section comprises the provinces of Trans-Baikalia, Amur, Maritime, Sakhalin and Kamchatka. Commercially Eastern Siberia has always been distinct from the rest of the country. The trade has been controlled for the most part from Vladivostok, foreign goods being imported by sea, while Western and Central Siberia received supplies of foreign merchandise by rail through European Russia.

The climate of the Russian Far East is largely influenced by the Yablovny Mountain chain, which runs northeasterly from the mountains of Trans-Baikalia. This mountain chain protects the Amur River valley from the cold north winds. The slopes of the mountains are well wooded, and the forest resources of Eastern Siberia are important in connection with the future development of industry. This territory is also rich in minerals, while the fisheries of the Amur river and coast are an important potential source of wealth.

There are only three agricultural districts of importance in the Russian Far East: (1) The Chita district of Trans-Baikalia is a sheltered valley with fertile soil; (2) the Amur valley, in the neighbourhood of Blagoveshchensk, is a district of great fertility lying between the Yablovny mountains and the Amur river and watered by the Zeia and Burea rivers; (3) the Ussuri valley runs north for a distance of 400 miles from Vladivostok to Khabarovsk and is separated from the Pacific coast by a range of mountains.

Eastern Siberia may be said to be the least developed portion of the country but, on the other hand, this district is rich in resources which should be utilized to a greater extent in the future.

This will be reflected in a rapid growth of trade with the Pacific ports of Russia.

In addition to serving Eastern Siberia, Vladivostok is also, to a certain extent, a port for Northern Manchuria. The trade centre of Northern Manchuria is Harbin, which is connected with Vladivostok by railway. The total population of this district is approximately 8,000,000 most of whom are Chinese engaged in agriculture.

POPULATION.

The population of Siberia has been variously estimated. The following table with figures taken from the Russian Year Book gives the population of the three divisions of Siberia on January 1, 1912:—

Western Siberia	7,408,700
Central Siberia	1,749,200
Eastern Siberia	1,352,300
	10,510,200

It will thus be seen that of the total population of Siberia, approximately 70 per cent are settled on the agricultural lands of Western Siberia.

To the above figures must be added a considerable immigration from European Russia, greatly augmented since the outbreak of the war by a stream of refugees

driven from their homes by foreign invader or revolution. The population of many of the towns of Siberia has been more than doubled in the last few years. The total population of Siberia at the present time must be in the neighbourhood of 14,000 000 people.

OCCUPATION OF THE PEOPLE.

The bulk of the population of Siberia consists of peasants, who are chiefly engaged in the raising of cereal crops, but who also keep cattle, horses and other stock. The proportion of peasants to the rest of the population is said to be over five to two. This fact must be borne in mind in connection with the supply of merchandise to Siberia. The demand is chiefly for goods adaptable to the requirements of peasants. There is also a limited trade in articles for consumption among the population of the towns, but in this connection it must be remembered that the general standard of civilization is not so high as in Canada, while the purchasing power of the people is limited.

Prior to the war, the area of land under cultivation in Siberia and the Central Asiatic part of Russia was returned at 35,000,000 acres. This area exceeds the whole of the area under cultivation in Canada. The statistical position is as follows:—

	Acres.	Yield.
Cereals (wheat, barley and rye) bushels.	26,617,837	310,000,740
Oats"	7,471,234	78,302,025
Potatoes"	641,741	62,166,660
Cotton pounds.	1,068,808	209,013,496
Total under cultivation	35,799,620	

By far the larger portion of the above area under grain must be credited to Siberia. It is stated that for the coming year 20,000,000 acres will be placed in cereal crops in Siberia. These figures indicate very clearly the possibilities of the market for agricultural implements and machinery and for the other requirements of the farming population.

Dairying has become an industry of great importance in Western Siberia since the building of the railway. In 1913 approximately 70,000 tons of butter were exported to foreign countries. The making of cheddar cheese has been taken up recently with the view to supplying the English market. Associated with these developments may be mentioned the pig breeding industry, which has already reached large proportions, and it is expected that bacon will be an important article of export from Western Siberia in the future.

The provision of grain elevators and cold storage plants is considered necessary for the further development of Siberian agriculture. Openings for Canadian trade are presented by the providing of the machinery and supplies for the extension of these facilities.

THE MINING INDUSTRY.

In addition to agriculture, the great resources of Siberia in minerals, forests, furs and fisheries, support a large part of the population. Mining is a most important industry throughout Siberia. The supply of machinery and equipment for the carrying on an extension of this industry must continue to be a trade of considerable proportions. The deposits of gold, silver, lead, zinc and copper have been energetically developed, mainly with British capital, in the Ural mountains, the Kirghiz steppes, in the Altai mountains and in Central and Eastern Siberia. Placer mining is carried on throughout Central and Eastern Siberia, the fields of the Lena river and the Amur district being especially important.

Coal is found in various parts of the country, and the rise in the price of wood has led to the exploitation of the mid-Siberian fields. Rich coal-beds exist on the island of Sakhalin and along the Pacific coast. Deposits of iron ore are found near coalfields in the mountainous districts, but are waiting proper transportation facilities for their profitable exploitation.

UTILIZATION OF FOREST RESOURCES.

The great forest resources of Siberia have, up to the present, been exploited to only a very small extent. The development of the timber industry is essential for the future, if the normal trade of the country is to be restored. It is estimated that there are 810,000,000 acres of timber land in Asiatic Russia, two-thirds of which are accessible for commercial purposes. German and Swedish machinery has, up to the present, been chiefly employed for saw-milling purposes, but there is a good opening for the introduction of Canadian saw-milling machinery and logging appliances, especially in Eastern Siberia.

THE FISHERIES.

The further development of the fisheries of the Russian Far East will lead to a demand for canning machinery and for a variety of supplies. Canadian firms should be in a position to secure a share of this business.

INDUSTRIAL DEVELOPMENT.

Siberia may be said to be practically without manufacturing industries. Up to the present, the only factories which have been established are those which depend upon an abundant supply of cheap raw material such as spirit distilleries, flour mills, skin-curing and leather-making plants, etc. The great dearth of all kinds of manufactured goods during the past few years has made Siberians realize the necessity for the establishment of home industries and for the utilization of the resources of the country in coal and iron. Attention is especially directed to the need for factories producing articles of first necessity. Inquiries are being made for machinery and equipment for the outfitting of textile plants, boot and shoe factories, clothing and shirt factories, button-making factories, leather plants, cigarette factories, meat canning and preserving plants, condensed-milk factories, vegetable preserving plants, ironworks and factories producing agricultural tools and implements. The supply of the necessary equipment for the establishment of these industries presents possible openings for the extension of Canadian trade with Siberia.

SHORTAGE OF MANUFACTURED GOODS.

The establishment of manufacturing industries in Siberia must be considered a matter of the future. It will be many years before these factories are able to supply even a small proportion of the great quantity of manufactured articles which are required in the country. The people are therefore dependent upon imports from foreign countries for the supply of these goods. Owing to the inadequacy of railway facilities since the outbreak of the war, Siberia is now practically destitute of all kinds of manufactured goods to meet the needs of the population. The great need of the present moment is therefore for articles of first necessity, such as clothing of all kinds, drugs and chemicals, agricultural implements and railway supplies.

RELIEF OF THE PRESENT SITUATION.

The chief obstacles to the relief of the present economic situation in Siberia are: (1) the disorganization of transport; (2) the difficulties of financing shipments of goods purchased in foreign countries. The latter may be said to be dependent upon the first, so that the railway problem becomes the fundamental factor in the economic situation. There is said to be plenty of money in the hands of the peasants of Siberia, but that they are unable to purchase with this money the articles which they require owing to there being no goods on the market. The peasants are consequently reluctant to part with their produce so long as they can only receive more

paper money in return. The absence of manufactured goods and the breakdown of railway transportation may therefore be said to have paralyzed the economic life of the country.

Previous to the outbreak of the war, goods were sold in Russia under terms of credit extending from three to nine months in the case of ordinary merchandise, and up to two years in the case of machinery. At the present time, foreign traders will only consider it safe to deal with Russia on a gold basis and for cash, but Canadian firms must be prepared to consider the question of granting credits as soon as financial conditions become normal and the circumstances again warrant such a procedure.

REQUIREMENTS OF THE MARKET.

It will be realized that in view of the above considerations, business transactions with Siberia on a large scale are not possible at the present time. Since everything may be said to depend upon the prospects for an early reorganization of the transport facilities, Canadian manufacturers are advised to keep in close touch with the situation and to watch developments with a view to being prepared for the eventual resumption of normal trade.

The openings which the Siberian markets offers for Canadian products have been the subject of investigation by Canadian Trade Commissioners in Russia during the past three years. Information regarding the range and character of the requirements of the country in those lines, in which Canada is most interested, is available from the reports of these officers, which have been published in the *Weekly Bulletin* of the Department of Trade and Commerce.

Canadian firms must bear in mind that Siberia is a market where cheapness is a consideration of great importance, owing to the limited purchasing power of the inhabitants, but that quality must not be sacrificed for the sake of cheapness. Canadian and American goods enjoy a good reputation in Siberia, whereas Japanese manufacturers have in many lines spoiled the market for their goods by the poor quality of the articles which they have supplied. Practical utility is the chief factor governing the saleability of most of the lines required in Siberia. The peasants want goods adaptable for the purpose for which they are used, but which are not too high in price.

COMPETITIVE SOURCES OF SUPPLY.

The United States may be regarded as the chief competing country in the lines in which Canada is the most interested in developing trade with Siberia. Canadian firms are familiar with the products of American manufacturers. In the matter of transportation to Siberia, Canadian firms have often the advantage over their competitors in the United States. Japanese competition can only be considered serious in the case of a few lines, since as mentioned above, Japanese goods have a poor reputation for quality throughout Siberia. Great Britain is largely interested in developing trade with Siberia in goods which Canada does not export. Swedish manufacturers have done a large business with Siberia in dairy appliances, oil engines and saw-milling machinery, and the competition will have to be met as soon as communication with the Baltic is once more established.

AGRICULTURAL REQUIREMENTS.

Agricultural machines and implements comprise the most important branch of trade with Siberia in which Canada is interested. Canadian harvesting machinery has been sold in Siberia for several years and enjoys a good reputation. The requirements of the market are very large, and the Commission hopes that Canadian manufacturers may be able to secure their share of the trade.

It is hoped that Canadian manufacturers will make suitable arrangements for representation so as to be in a better position to cater for a share of the business which will be offering for the season of 1920. Suitable representation and the keeping of an adequate stock of spare parts are considered by the Commission to be the most important points to be observed by Canadian manufacturers, if they wish to build up a permanent trade with Siberia in agricultural machines.

MARKETING AND PACKING GOODS.

It is important for Canadian manufacturers to mark their products "Made in Canada" if possible in the Russian language, in order to bring Canada prominently to the notice of Siberian consumers. Goods for Siberia should also be securely packed to withstand rough handling on the railway and carriage into interior points off the railway. In this respect the regulations regarding packing can be safely followed which apply to other export markets where transport conditions are similar.

ACCESS TO SIBERIA.

It must be remembered that in normal times the foreign trade exchanges of Western and Central Siberia were conducted by way of the west; i.e. European land frontier, the Baltic ports, the White sea through Archangel, and to a certain extent through the Black Sea ports. Eastern Siberia was dependent upon Vladivostok and the Amur river. The war, and subsequently the Bolshevik movement, has cut off Siberia from access to foreign countries through the Baltic and Black Sea ports, so that the whole country has become dependent upon Vladivostok.

In point of distance Western Siberia is closer to the ports of the Baltic and Black seas than to Vladivostok. When conditions again become settled, it may therefore be expected that foreign goods will only be imported through Vladivostok for the territory east of the Yenisei river.

Mention should also be made of the all-water route into Central Siberia from the north by way of the Kara sea and the Yenisei river, which possesses certain possibilities. The conditions governing the utilization of this route were fully outlined in a report published in *Weekly Bulletin* No. 680, of the Department of Trade and Commerce.

TRADING FACILITIES.

Before the war the trade of Western Siberia was largely controlled from Moscow, which was the chief distributing centre for the greater part of Russia. Firms in Western and Central Siberia purchased their requirements of foreign goods largely through the medium of Moscow houses. The trade of Eastern Siberia, on the other hand, was for the most part in the hands of a few large firms with headquarters at Vladivostok and branches at local centres. Since the outbreak of the war the leading merchant houses of Western Siberia have found it necessary in their interests to open purchasing and forwarding agencies at the port of Vladivostok. There has also been a great increase in the number of independent trade organizations. Seven foreign banking institutions, including the Royal Bank of Canada, have established branches at Vladivostok. These branches of foreign banks should greatly facilitate trade operations with Siberia.

THE CO-OPERATIVE MOVEMENT.

The great growth of the co-operative movement in recent years has made the co-operative societies the chief medium for the distribution of goods to the peasants of Siberia. The leading unions of co-operative societies have offices in Vladivostok.

The co-operative societies in Siberia are of three kinds, (1) consumers' societies,

(2) credit associations, and (3) producers' co-operatives. The All-Russian Union of Consumers' Societies ("Centrosouz"), and the Union of Siberian Co-operative Unions ("Zakoopsbit") are examples of Unions of Societies of the first kind, the Union of Siberian Credit Union ("Sincredsouz") of the second, and the Siberian Union of Butter-making Associations is an example of a union of societies of the third kind. The individual societies are grouped into unions covering a whole district, and these unions into a union of unions covering the whole country. Statistics and particulars illustrating the growth and extent of the co-operative movement have been given in reports of Canadian trade commissioners submitted to the Department of Trade and Commerce.

The co-operative unions may be said to embrace practically the whole of the peasantry of Siberia. The development of co-operation is modifying profoundly the conditions of life and the business habits of the peasantry in a modern progressive sense. The Russian peasant, both by temperament and by habit, responds naturally to co-operative effort. The co-operative unions must therefore be considered the most important of the prospective purchasers of Canadian goods in Siberia.

The co-operative movement is under a central financial institution, known as the Moscow Narodni (People's) Bank. The principal shareholders and clients, of the bank are the co-operative unions and societies, whose financial requirements are supervised and met by the bank. The co-operative unions also act as collectors of Siberian produce for the home and foreign markets, the financing of which is handled through the Moscow Narodni Bank.

OTHER DISTRIBUTING AGENCIES.

In addition to the co-operative societies, the Provincial Zemstvos, which are local Government bodies, undertake the distribution of agricultural machinery and other articles among the peasants. They take a leading part in encouraging a higher standard of agriculture. Among the official distributing organizations, special mention must be made of the agricultural depots and stores of the Colonization Department. In 1913 there were 300 depots being operated by this department, of which 220 depots were located in Western Siberia. The total sales effected by the depots in that year were valued at 7,500,000 roubles, while the value of the agricultural implements imported into Siberia for the use of the depots amounted to 8,400,000 roubles.

THE PRINCIPLE OF BARTER.

For some time to come the principle of barter must be an important factor in the trade with Siberia. The development of the co-operative movement has rendered this procedure both practicable and less open to objection. Trade operations will undoubtedly be facilitated if the foreign seller is prepared to accept Siberian produce in payment for his goods. This practice was followed in certain parts of Russia by German houses, who opened debit and credit accounts with the peasants.

The chief exportable products of Siberia are butter, hides and skins, flax, wool, cheese, bacon, grain, furs, lumber, minerals and fish products.

SCOPE FOR PRIVATE FIRMS.

In spite of the activities of co-operative and official organizations, there is still a wide field left for the legitimate enterprise of private firms, distributing goods in Siberia and collecting produce for export abroad. These firms must continue to be the chief medium for the distribution of supplies among the population of the towns.

THE TOWNS OF SIBERIA.

Siberia is well supplied with marketing centres for the purchase and distribution of goods. The chief towns of Western Siberia are situated at points where the rail-

way crosses the principal rivers. The development of the country has depended largely upon the means of communication. The rivers of Western Siberia, which flow north and south, provide water communication for thousands of miles to river steamers of large size. Settlement is chiefly confined to the banks of the rivers, and to districts served by the railway.

The leading commercial centre of Western Siberia is the town of Omsk, situated at the point where the railway crosses the Irtysh river. Communication by river is available for hundreds of miles north and south of Omsk. This town was the second largest centre in Russia for the distribution of agricultural machinery, the value of the turnover in a good year amounting to \$10,000,000.

The following is a list of the principal towns in Siberia, the figures giving the approximate pre-war population:—

Western Siberia.

Cheliabinsk..	65,000
Tiuman..	40,000
Tobolsk..	20,000
Kourgan..	40,000
Petropavlosk..	40,000
Kainsk..	20,000
Omsk..	200,000
Tomsk..	50,000
Novo-Nikolaievsk..	65,000
Barnaul..	50,000
Biisk..	40,000
Semipalatinsk..	50,000

Central Siberia.

Krasnoyarsk..	70,000
Minusinsk..	25,000
Irkutsk..	125,000

Eastern Siberia.

Chita..	65,000
Blagovestchensk..	70,000
Habarovsk..	65,000
Vladivostok..	200,000
Nikolaievsk-on-Amur..	30,000

With the exceptions of Tobolsk and Tomsk, all of the above towns are important distributing centres for agricultural machinery and implements.

The chief commercial centre of Central Siberia is Krasnoyarsk, situated at the railway crossing of the Yenisei river, Minusinsk, 285 miles south of Krasnoyarsk, is the centre of a fertile district. Irkutsk is the centre of the Lake Baikal and Lena River mining districts, and the point of supply for the Lena River valley. Irkutsk has been an important administrative and railway centre, but cannot be considered a large commercial centre.

The chief points for the distribution of goods in Eastern Siberia are the towns of Chita, Blagovestchensk, Habarovsk, Vladivostok and Nikolaievsk-on-Amur.

Chita is the centre of the agricultural area of Trans-Baikalia.

Blagovestchensk is situated on the Amur river in the centre of the Zeia-Burea plain, which is the most important agricultural district in Eastern Siberia. Numerous placer mines are also located along this valley, and the forest wealth of this region offers attractive openings.

Habarovsk is situated at the junction of the Amur and Ussuri rivers, and is the chief administrative centre of the Russian Far East. Habarovsk is important in connection with the future development of the timber industry of Eastern Siberia, and is the chief point of supply for the lower Ussuri valley.

Vladivostok is Russia's gateway on the Pacific ocean, and has developed during the war into a distributing centre of great commercial importance. As a distributing

centre for agricultural machinery, Vladivostok is relatively unimportant, serving only a small district in the upper Ussuri valley.

North of Vladivostok and nearly parallel with the Canadian port of Prince Rupert, is situated the town of Nikolaievsk, at the mouth of the Amur river. Extensive dredging operations have been carried on to permit vessels drawing 17 feet to proceed up the river as far as Nikolaievsk. More attention is being directed to this port, as business develops on the river, which is navigable for fair-sized steamers a distance of over 1,500 miles. Nikolaievsk-on-Amur is an important lumber and fishing centre, being the headquarters for the salmon-canning industry at the mouth of the Amur river.

Harbin (pre-war population 120,000) is the most important point of distribution for Southern Manchuria. The town is connected by rail with Vladivostok and also with the port of Dairen and the Japanese and Chinese railway systems in Southern Manchuria. Harbin is an important centre, large flour mills and soya bean-crushing plants being located at this point. The Sungari river, a large navigable tributary of the Amur, connects the town of Harbin with the sea.

MUNICIPAL UNDERTAKINGS.

The installation and improvement of electric light plants, telephone systems, waterworks, sewerage, fire-fighting apparatus, roads and tramways in the towns of Siberia will lead to a demand for a large amount of machinery and equipment, a portion of which should be supplied from Canada. Siberian towns are behind Canadian cities in respect to such civic undertakings, but the future should bring a great advance along the lines indicated. The only street railway at present being operated is the municipal tramway of Vladivostok.

Before the war plans had been drawn up for the construction of electric street railways at Omsk, Tomsk, Irkutsk, and Harbin, where the need is great. These plans should be put into execution as soon as conditions become settled once more. Practically all of the existing electric light and telephone systems require extension and repair, while all the larger towns need the installation of up-to-date waterworks and sewerage systems.

There has been very little building of any kind undertaken in Siberia since the outbreak of the war, while on the other hand the population of all the towns has increased, so that building operations should commence with the restoration of normal conditions.

List of Articles Required in Siberia.

Following is a list of the articles required in Siberia, which in the opinion of the Commission could be supplied from Canada. This list has been prepared on the basis of lists submitted by private firms and official and co-operative organizations covering their requirements of goods for this market. The articles given are divided under the following heads:—

- (1) Agricultural appliances.
- (2) Hardware, tools and machinery other than agricultural.
- (3) Household utensils.
- (4) Clothing articles.
- (5) Food products.
- (6) Miscellaneous.

This list will give some idea as to the character and range of the goods in demand in Siberia:—

Agricultural.

Ploughs (sulky and walking).
Harrowes.
Drills.
Seeders.
Cultivators.
Rakes.
Mowers.
Hay presses.
Binders.
Binder twine.
Reapers.
Grain grinders.
Scythes.

Sickles.
Chain (wagon).
Wagons.
Emery grinders.
Cream separators.
Dairy appliances and utensils.
Seeds (vegetable, garden, feed, wheat, rye and other grains).
Threshers.
Tractors (15 to 30 h.p.).
Oil engines (4 to 16 h.p.).
Portable steam engines.

Hardware Tools and Machinery (other than Agricultural).

Wire.
Wire nails.
Screws.
Locks.
Hinges.
Bolts and nuts.
Hooks.
Hinges.
Horseshoes and horseshoe nails.
Harness buckles.
Axes.
Hammers.
Pincers.
Awls.
Rivets.
Screw drivers.
Jacks, lifting.
Chisels.
Files.
Saws, fret saws, frame saws and cross-cut saws.
Carpenter's tools.
Blacksmith's tools.
Cobbler's tools and supplies.
Miner's picks.
Shovels, miner's and others.
Spades.
Garden hoes.
Garden rakes.
Garden forks.

Pumps of all kinds.
Steam pumps.
Electrically driven pumps.
Safes.
Tubes.
Pipes.
Roofing material.
Tiles.
Rope.
Girders and beams.
Dynamos.
Electrical apparatus.
Road scrapers.
Steam rollers.
Fire fighting apparatus.
Portable houses.
Sawmilling machinery.
Logging equipment.
Woodworking machines.
Flourmilling machinery.
Unit flourmill outfits.
Papermaking machinery.
Mining machinery and equipment.
Boot factory equipment.
Textile machinery.
Knitting machinery.
Wood distilling plants.
Machine tools.
General factory equipment.

Household Utensils.

Enamelled ware.
Tinware.
Pails.
Basins.
Boilers.
Radiators and connections.
Valves.
Burners.
Lamps and lanterns.
Heating stoves, coal or wood and oil.
Ranges.
Primus stoves.
Camp stoves.
Hot water heaters.
Bedsteads.

Electric light fittings.
Steel forks and knives.
Spoons.
Chinaware.
Kitchen utensils.
Fire extinguishers.
Glassware.
Candles.
Combs.
Shoe polish.
Polishes.
Sanitary earthenware.
Enamelled ironware.
Disinfectants.

Clothing Articles, etc.

Boots and shoes.
Coats and trousers, ready-made.
Hats and caps.
Cotton goods.
Gloves, all kinds, winter and summer.
Underwear, men's and women's.
Rough dress material.
Socks and stockings.

Knitted shawls.
Woven shawls.
Sweaters.
Overcoats.
Thread, cotton and woollen.
Blankets.
Needles and pins.
Laces.

Foodstuffs.

Canned fruits (including canned apples).	gallon	Canned meats.
Canned vegetables.		Condensed milk.
Dried and evaporated fruits.		Package groceries.
Dried and evaporated vegetables, mixed potatoes.		Macaroni.
		Table salt.
		Proprietary articles, sauces, etc.

Miscellaneous.

Paper, newsprint, wrapping, office and book.	Pharmaceutical preparations.
Paper bags.	Drugs, all kinds.
Office stationery.	Dyes.
Office sundries.	Railway supplies, all kinds.
Heavy chemicals.	

CANADIAN CATALOGUES WANTED IN SIBERIA.

Mr. L. D. Wilgress, Canadian Trade Commissioner, Vladivostok, Siberia, cables that the Interallied Purchasing Committee for the Siberian Railways requests that Canadian catalogues be sent. Canadian manufacturers may send catalogues addressed as follows: Interallied Purchasing Committee, Siberian Railways, care L. D. Wilgress, Esq., Suifunskaya St. 10, Vladivostok, Siberia.

FREE ADMISSION OF CERTAIN RAILWAY MATERIALS INTO MEXICO.

The Consul of Mexico in Toronto has received from his Government a notice to the effect that until midnight on the 20th of August the following manufactures will be admitted free of duty into the Republic of Mexico:—

Railroad track parts enumerated below:—

Switch blades, iron or steel sleepers (ties), round tables, switch frogs, rails—
As per section 238 of the Customs Tariff.

COMMERCIAL NOTES FROM AUSTRALIA.

ACTING TRADE COMMISSIONER C. HARTLETT.

Australian Trading Conditions.

Melbourne, Australia, May 6, 1919.—As this mail closes Australian trade continues depressed and inactive. In almost every line a small turnover and marked irregularity in prices is the rule.

Both wholesale importers and retailers are heavily stocked with high-priced goods ordered while war conditions prevailed, and much of which has only come to hand with the past month or so.

In view of these conditions, merchants are most reluctant and conservative in placing orders for further supplies from overseas until their present holdings show more pronounced signs of diminishing. The popular opinion is held that prices must fall now that hostilities have ceased and the shipping situation eased to so large an extent by the liberation of the many vessels daily arriving in Australian ports to lift cargoes of wheat, wool and other commodities owned by the British Government and other interests. There is in consequence a strong tendency to defer purchasing until anticipated lower prices are realized.

The position has been further complicated by speculative importation in almost every line of goods (hardware, chemicals, dry goods, tinned foods, spirits, etc.) These

holders, who are not conversant with market conditions, nor in most instances as financially strong as regular traders, are prominent in offering goods at prices which are embarrassing to legitimate dealers, whose stocks are also being jeopardized by cheaper supplies since offered by Japanese, American and even British manufacturers. A serious factor also in the curtailment of purchases from abroad—from America in particular—is the recent heavy fall in the conversion value of the pound sterling on that continent, which has already been the cause of the cancellation of many orders, over a wide range of goods.

Importation of Rubber-Covered Wire into Australia.

In view of the large quantities of cable of various descriptions being obtained by the Australian Postmaster General's Department from Canada, new regulations issued by the Commonwealth Department of Trade and Customs governing the importation of rubber-covered wire, by proclamation dated April 2, 1919, will be of interest to Canadian manufacturers.

On and after July 1, 1919, the importation of rubber-covered wire into Australia is prohibited unless it complies with certain specifications and conditions. To each coil there must be applied, in as permanent a manner as practicable, a label setting out in prominent and legible characters:—

- (a) The manufacturer's name and address;
- (b) The length of wire;
- (c) The date of manufacture;
- (d) The gauge of conductor; and
- (e) The insulation resistance per statute mile after twenty-four (24) hours' immersion in water at sixty (60) degrees Fahrenheit and one minute's electrification at..... volts (the voltage to be plainly marked on the label), or details of the test voltage applied, or other definite and comprehensive description of quality.

The importation of the undermentioned goods is also prohibited unless, in addition to the particulars required to be stated under clauses (a), (b), (c) and (d), set out above, the conditions specified hereunder are complied with, viz:—

Vulcanized india-rubber insulated electric conductors of all sizes up to and including 19/12 legal standard wire gauge or its equivalent (but not including "flexibles" and lead-covered wires) that are described, or, in the opinion of an Officer of the Customs, are classifiable as 600 or 2,500 megohm. grade or class, or to which any description, indication, or suggestion, direct or indirect, applied, indicates that the insulation resistance is equivalent to that specified hereunder for 600 or 2,500 megohm. grade or class, shall comply with the following requirements and tests on arrival in the Commonwealth, viz:—

- (1) The marks "600 Megohm. Grade" or "2,500 Megohm. Grade," as the case may be, shall be indelibly and legibly applied to the wire at least once every yard, or, in the case of wires that are taped, such marks shall be indelibly and legibly applied to the tape at least once every yard.
- (2) The dielectric shall be such that when the insulated conductor has been immersed in water for twenty-four (24) hours, it will, while still immersed, withstand a pressure of 1,000 volts, alternating at a frequency of 50 to 100 cycles per second, for half-an-hour between the conductors or between the conductor and the water.
- (3) The minimum insulation resistance, when corrected to a temperature of 60 degrees Fahrenheit, shall be that set out in the schedule appended hereunder: the test shall be made after an electrification of one minute at any pressure between 5 and 600 volts, and after the insulated conductor has been immersed in water for 24 hours immediately preceding the test and while still immersed.
- (4) In the case of twin or multiple conductors, each insulated conductor shall have the minimum insulation resistance set out in the schedule appended hereunder for single conductors of the same size.
- (5) Conductors must be of annealed copper, having a conductivity not less than that of the Engineering Standards Committee (E.S.C.) standard published in their revised report No. 7, dated March, 1919.
- (6) In determining the gauge of a conductor, a variation of plus or minus 1 per cent from the standard diameter may be allowed.
- (7) Conductors, intermediate in size between those given in the table contained in the appended schedule, shall have a minimum insulation resistance equal to that specified for the next smaller size given in the table.

The following table specifies the required minimum insulation resistance per statute mile at 60 degrees Fahrenheit:—

Conductor, Legal Standard Wire Gauge—	Minimum Insulation Resistance.	
	600 Megohm Grade. Megohms per mile	2,500 Megohm Grade. Megohms per mile.
1/22..	2,000	5,000
1/21..	2,000	5,000
1/20..	2,000	5,000
1/19..	2,000	5,000
1/18..	2,000	5,000
1/17..	2,000	5,000
1/16..	2,000	5,000
1/15..	1,250	4,500
1/14..	1,250	4,500
1/13..	1,250	4,500
1/12..	1,250	4,500
3/25..	1,250	4,500
3/23..	1,250	4,500
3/22..	1,250	4,500
3/20..	1,250	4,500
3/18..	1,250	4,500
7/25..	1,250	4,500
7/23..	1,250	4,500
7/22..	1,250	4,500
7/21½..	1,250	4,500
7/21..	1,250	4,500
7/20½..	1,250	4,500
7/20..	900	4,000
7/19..	900	4,000
7/18..	900	4,000
7/17..	900	4,000
7/16..	900	3,500
7/15..	750	3,500
7/14..	750	3,500
19/20..	750	3,500
19/19..	750	3,500
19/18..	750	3,000
19/17..	750	3,000
19/16..	750	3,000
19/15..	600	3,000
19/14..	600	3,000
19/13..	600	3,000
19/12..	600	3,000

Copper Cables Manufactured in Australia.

The Electric Supply Committee of the Melbourne city council recently announced that for the first time it had been possible to purchase Australian-made copper cables.

The committee recommended the acceptance of the tender of an Australian company, whose works are at Port Kembla, N.S.W., for the supply of 16 tons of assorted gauges, at the price of £2,272 13s. 4d. It was stated that the Australian tender was 9 per cent higher than a British tender, 7 per cent higher than a United States one, 14 per cent higher than a Canadian, and 15 per cent higher than a Japanese tender.

Production of Caustic Soda in Australia.

In order to cope with the needs of Australian manufacturers who depend upon caustic soda in the production of their goods, and which for some time has been difficult to procure from the usual oversea sources, a company in Tasmania has recently installed a plant for its manufacture by electrolytic process.

At present the output is limited, but if it is found that the landed cost of soda from other countries—principally from England and the United States—can be met when normal importations are resumed, it is intended to greatly enlarge the plant.

Modification of Australian Restrictions on Issue of Capital.

The restrictions imposed during the war in Australia upon the issue of capital by companies, etc., have been modified by regulations recently gazetted.

It is not now necessary to obtain the consent of the Commonwealth Treasurer for expenditure on buildings to be used for amusements, or on other buildings such as churches, schools and hotels. The liquidation of companies may also be undertaken without reference to the Treasurer, except where it is intended to remove the place of registration from Australia to another country.

It will still be necessary to apply to the Treasurer, however, for consent to register companies or firms, and for the issue of capital by a company, but conditions under which consent may be obtained are to be relaxed. The Treasurer will not object to financial details of proposals for new companies, or further increase of capital by existing concerns, but will merely consider whether the proposed undertaking is desirable on general grounds.

State-owned Steamers in Tasmania.

According to a recent declaration of policy by the Premier of the State of Tasmania, it is the intention of that Government to acquire and operate a line of cargo steamers.

King Island and Flinders Island, to the north of Tasmania, are first to be served, then Burnie and Devonport to Sydney and in sequence Launceston to Melbourne, and Hobart to Sydney.

The services to Sydney and Melbourne will be for cargo only, but provision is to be made for a limited number of passengers on the trade between ports within the state.

TRADE NOTES FROM CHINA.

WOO HSIEN KWAN, Assistant in Temporary Charge of the Canadian Trade Commission, Commissioner's Office, Shanghai.

The Burning of \$25,000,000 Worth of Opium.

Shanghai, April 2, 1919.—A most auspicious event took place in China during recent months—the burning of 1,205 chests of opium valued at \$25,000,000. The entire stock was stored in the warehouses of Messrs. Jardine Matheson and Co., and E. D. Sassoon and Co.

At first the Chinese Government proposed to sell the drug to a certain syndicate for the purpose of making anti-opium pills, but this was greatly objected to by the public, as simply another way of squeezing them. Through advices from the United States, Great Britain and others, it was finally decided that the unsold opium should be burnt or destroyed.

A special commissioner was deputed to Shanghai to investigate the matter, and furnaces were erected at Pootung for the purpose. The chests were opened for inspection by the public, and in some instances expert chemical help was called in if any of the balls bore a suspicious appearance. The whole process was witnessed by Mr. Chang Yi-Pang, the Special Commissioner; Mr. R. H. R. Wade, Commissioner of Customs; Mr. Thomas Sammons, the United States Consul General, and many other prominent foreigners and Chinese. When the drug was burnt, salt water and other chemical substances were sprinkled upon the ashes, which were packed in baskets and thrown into the river.

More severe punishment will now be inflicted upon persons who smuggle or sell opium, and officials are strictly warned to prohibit the cultivation of the poppy.

China's Peace Conference.

As already reported, China's Peace Conference between North and South was at last launched at Shanghai; five successive meetings were called, but with a very unsatisfactory result. Mr. Tang Shao-Yi, the Southern leader, demanded an armistice at Shensi as a preliminary to discussion, while Mr. Chu Chi-Chien, the Northern leader, failing to impress the Peking Government to comply with the South's request, resigned. Mr. Tang finally decided to present his ultimatum to the North and demand a reply within 48 hours, saying that he was left no other alternative than to announce his intention to the public that he would not discuss any further until the Shensi question was settled.

A special commissioner was therefore appointed to go to Shensi to investigate conditions in that province. Affairs are now at a deadlock; the country has endured the greatest hardships, and certain districts have suffered the cruel treatment of undisciplined soldiers. Trade and commerce have been dislocated, and industrial development has been retarded. The country has two Governments and two Parliaments, and over a million men have been called to arms.

It is hoped, however, that state of affairs will soon be changed. White flags with inscriptions urging peace are to be seen everywhere, and this is no doubt the ardent desire of the Chinese people.

Deportation of Enemy Subjects.

All enemy subjects will be deported from China within the near future. The first batch, consisting of more than 2,000 persons, was despatched on March 12. They were carried on three ships, the *Nore*, the *Novara* and the *Atreus*, and their destination is Rotterdam.

The ships were thoroughly disinfected before the passengers went on board, and they were inspected by Admiral Tsai and representatives of the British and United States navies and the Dutch Consul. Considerable care has been taken to ensure the comfort of the repatriated enemies, but no luxuries will be supplied. There was a vast amount of baggage to be examined by the customs officers and other officials. The deportees were transported to the ships in tram-cars, and special municipal police were called out for duty during the days of embarkation.

Although the Repatriation Bureau has been flooded with appeals from enemy subjects pleading illness and other excuses against repatriation, yet there are a number who are seriously ill and some are still in outports. It is said that the total number of applications for exemption was 450. Of these more than a hundred have been refused and about a hundred have been granted. The remainder are still under consideration. The above Bureau is now busily engaged in arranging accommodation for the second batch of deportees, and these are constantly arriving from outports. They will be despatched by the steamer *Antilochus*, which has been announced to sail on April 3.

Shipbuilding in China.

Owing to insufficient railroads and other means of land transportation, shipping in China has become one of the most important factors to-day. Instead of the clumsy and slow-going Chinese junks, steamships are seen nowadays plying about all round the coast, and have been pioneers in opening up trade to many inland places where shipping other than by junk was unknown before. Shipyards and docks in Shanghai are busily engaged all the year round in repairing or building vessels of different types, from river steamboats to sea-going craft.

It is reported that the *Kiangnan Dock and Engineering Works* at Shanghai have made an agreement with the United States Government for the construction of

four 10,000-ton ocean steamers, and an option was given for eight more of the same capacity. The steel is said to be imported from the United States, but all the accessories will be supplied by other countries.

The Hong Kong and Whampoo Dock Company also contracted with the British Government for six standard steel ships, one of 5,000 tons and five of 8,000 tons each.

The Shanghai Dock and Engineering Company has undertaken the construction of five standard ships of 5,000 tons each.

The New Engineering and Shipbuilding Works at Shanghai are building two ocean-going vessels of 1,000 tons each.

It will thus be seen that shipbuilding materials, such as steel, machinery, etc., must always be in demand in China.

It is further reported, at the time of writing, that the construction of the above four 10,000-ton vessels ordered by the United States Government will require to be postponed for some time, owing to an alteration in the specifications. As the war is now over, these ships will be designed for commercial purposes. It is said that the United States Government has also contracted with the Japanese shipyards for the construction of thirty ships. The aggregate tonnage of both orders—thirty-four ships in all—is 285,850 tons.

Sung Fuh Yue, a new shipping company, has bought a vast piece of land near the Shanghai Arsenal for the purpose of building a large shipyard where ocean-going ships of large size will be constructed. It is reported that this yard has the backing of Japanese interests. The latter has also secured some 16 acres of land on the Pootung side for the construction of dock and engineering works.

The Shanghai Dock and Engineering Works have also purchased land at Pootung for the same purpose.

Demand for Building Materials.

A report on the different classes of materials for the construction and fitting up of houses and public buildings in China appeared in *Weekly Bulletin* 731 (January 28, 1918, p. 130), in which the extent of the market was clearly indicated. New buildings of modern design are about to be erected in different centres, and the demand for building materials is becoming more pressing. Among the buildings that are about to be built in Shanghai, the following are worthy of mention:—

The Hong Kong and Shanghai Bank has announced that plans are under way for the construction in Shanghai of a five-story building which will cover some 90,000 square feet between the Bund, Foochow Road and Szechuen Road. The lot has a frontage of 325 feet on the Bund and runs along Foochow Road 225 feet to the building occupied by Caldbeck, Macgregor and Co. The building will be of the most elaborate construction.

Kelly and Walsh, the well-known publishers and booksellers, now occupying the right side of the above bank, will remove to a new building on Nanking Road, Shanghai, during the present year. The building will be four stories in height, the upper floors being designed for offices, and will be on the north side of Nanking Road between the Bund and Szechuen Road.

Owing to shortage of steel sash and other materials the construction of the former has not been quite ready, but ground for the latter has already been broken. It is hoped that Canadian manufacturers will lose no time to get a hand in this business.

The following is a list of hongks in Shanghai whose premises will be replaced by up-to-date structures of six or seven stories in the current year: Great Northern Telegraph Co., Hong Kong and Shanghai Bank, Chartered Bank of India, Australia and China, Banque Industrielle de Chine, Messageries Maritimes, Chinese Customs, Jardine Matheson and Co., Standard Oil Company of New York, Shanghai Hotels Co., Ltd., Kelly and Walsh, The Robert Dollar Company.

DOORS, SASHES, FLOORINGS AND LININGS FOR SOLDIERS' HOMES IN AUSTRALIA.

Acting Canadian Trade Commissioner C. Bartlett writes from Melbourne, Australia, on May 6, giving further particulars regarding the doors, sashes, floorings and linings required in Australia for soldiers' homes. Mr. Bartlett says:—

Under the War Service Homes' Act, passed in December, 1918, the Australian Government is now issuing application forms for loans to soldiers and other eligible persons to enable them to acquire their own homes by repayments spread over a long period of years. Those eligible to benefit by the Act are:—

- (a) An Australian soldier who is married; or
- (b) is about to marry; or
- (c) has dependents for whom it is necessary for him to maintain a home; or
- (d) the female dependent of an Australian soldier (including nursing sisters in the Army Medical Corps).

The commissioner appointed to administer the Act may either purchase or erect a dwelling and resell to the applicant, or make advances to the applicant to enable him (or her) to purchase one already erected or to have one erected. Provision is also made for an applicant to receive advances for the purpose of completing a partially erected dwelling or to enlarge one already owned by the applicant, or to discharge any mortgage or encumbrance existing on a property.

The total cost to the commissioner of any dwelling purchased or erected by him, including the cost of the land, is not to exceed the sum of £700 (\$3,707), nor is that sum to be exceeded in respect to advances on houses to be erected or purchased by the applicants themselves.

Repayments may be made in equal weekly, fortnightly or monthly instalments in accordance with the contract entered into or advance made, but in no case shall the period over which such instalments are repayable exceed twenty years in the case of a wooden house and thirty-seven years in the case of one of brick, stone or concrete.

The rate of interest to be charged to any purchaser or borrower is not to exceed five per cent per annum.

It is estimated that within ten years fully 75,000 homes, at an expenditure of possibly £50,000,000, will have been built under the provisions of the Act.

This large building project will give rise to an enormous demand for lumber and other material which Canada is in a position to supply. Canadian exporters of lumber are advised that representations were promptly made to the commissioner under the War Service Homes' Act in regard to the anticipated requirements. Quotations on deliveries spread over a number of years are asked for:—

- (a) 500,000 standard four-panel doors (6 feet 8 inches by 2 feet 8 inches by 1½ inch, of which 60,000 will be required within the coming twelve months.
- (b) 120,000 sashes—within twelve months—6 feet by 2 feet 10 inches by 1½ inch.
- (c) 350,000,000 superficial feet T. and G. flooring, dressed on one side, size 4 inches by 1 inch, of which 70,000,000 feet will probably be required within the next twelve months.
- (d) 350,000,000 superficial feet of T. and G. lining, dressed on one side, 4 inches by ½ inch or 4 inches by ¾ inch, of which 70,000,000 feet will be required in the first twelve months.

Obviously, the yearly requirements will substantially increase as the scheme develops, hence the commissioner's estimate is for smaller deliveries within the first year.

The principal ports for which delivery of the timber is required are, in order of importance, Sydney, Melbourne, Brisbane, Perth, Adelaide, and Hobart.

The magnitude of the Australian soldiers' home scheme will be apparent to Canadian timber companies—especially those in British Columbia—and to shipowners. Quotations from the sister dominion are assured of sympathetic consideration from the Commonwealth authorities.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commissioner:—

Roumanian and Belgian Credits.

Orders have already been placed with Canadian producers and manufacturers under the credits established by the Dominion Government with European countries to the extent of nearly \$16,000,000. This may be considered as highly satisfactory, considering the reluctance shown throughout Europe in placing reconstruction orders to date, owing to the unsettling attitude of the German delegates in Paris. A return has just been prepared by the Canadian Trade Commission which shows that up to May 31 over \$15,000,000 worth of orders for goods produced or manufactured in Canada had been placed against the Roumanian credit, and something over three-quarters of a million dollars' worth against the Belgian credit. This proportion is accidental, due chiefly to the promptitude with which the Roumanian officials in London placed the orders when the principle of credits was accepted. Since that date further large orders have been put in hand, and others are known to be coming. The Canadian Trade Commission for the last two months has been working at fever heat.

The following table shows in broad classification the description of the goods so far purchased and the allocation of the orders according to provinces:—

ORDERS PLACED AGAINST ROUMANIAN CREDIT TO MAY 31, 1919.

—	Quebec.	Ontario.	Nova Scotia.	New Brunswick.	Manitoba.	Alberta.	British Columbia	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Binders and parts		670,995 10						670,995 10
Binder twine	59,640 00	881,356 00						940,996 00
Edged tools		136,743 25						136,743 25
Wheat								187,000 00
Dairy utensils		12,790 00						12,790 00
Paints and oils	182,095 00	7,750 00						189,845 00
Cottons	2,180,262 50	444,250 00						2,624,512 50
Woolen goods	196,530 75	4,216,442 30	306,744 00	30,809 75				4,750,526 80
Shirts and oversalls	688,707 90	846,293 90			93,212 00	35,566 40	7,536 00	1,672,816 20
Readymade suits	2,430,557 16	1,023,254 70						3,453,811 86
Bags	272,125 00	89,500 00						361,625 00
Seaming twine	1,262 00							1,262 00
	6,011,180 31	8,329,375 25	306,744 00	30,809 75	93,212 00	35,566 40	7,536 00	15,002,423 71

ORDERS PLACED AGAINST BELGIAN CREDIT TO MAY 31, 1919.

Boots		250,000 00						250,000 00
Woolen goods	33,129 00	387,000 34	44,722 00	43,481 00				508,332 34
	33,129 00	637,000 34	44,722 00	43,481 00				758,332 34

The Canadian Exhibition at Paris.

The Canadian exhibition now being held in Paris will close on June 30, a cablegram received by the Canadian Trade Commission on June 1 stated. This exhibition opened early in May. Sir George Foster recently pointed out that the exhibits would have a far wider appeal than to the French nation, as the exhibition was regarded as a gathering place for representatives of trade, especially of missions and of trade groups from the newer countries which will spring up immediately the peace treaty comes into effect.

Removal of Import Restrictions.

Cable advices summarize a list of seventy articles which have been withdrawn from the French import list. These articles will no longer be subject to import restrictions, but will be admitted into France without licenses. The main classes in which Canadian producers and manufacturers are interested include wood, comprising logs squared or sawn, lumber paving blocks, staves, hoops and poles, plain or chemically treated, wheat, spelt and maslin, flax, binder twine, covers for harvesters, paper pulp, cast-iron, wrought iron and steel ingots, crude or rolled iron or steel, flat sheets, tin plates, iron and steel wire, several classes of building brick, lime, cement, graphite, nickled steel sheets, copper, except ore, lead, tin, zinc, except ores, antimony and corundum, and pulverized emery.

Norway is now absolutely free for importation purposes. All goods may be sent direct to consignees. Foodstuffs may also be sent direct to consignees in other neutral countries. Export permits must, of course, be secured before the goods leave Canada.

Butter, cheese, mill and grain screenings, canned salmon, maple sugar and maple syrup have been removed from the list of goods requiring individual export licenses to all destinations. The only foodstuffs now requiring individual import licenses are wheat, wheat flour, sugars, sardines and canned salmon.

BRITISH INDUSTRIES FAIRS, 1920.

London, Birmingham, Glasgow—February 23—March 5.

The following prospectus of the British Industries Fair, 1920, has been published by the British Board of Trade:—

Plans for the Coming Fair.

This the first year of peace releases the British Industries Fair from the restrictions which the manufacture of munitions of war has imposed upon it. The British Industries Fair of 1920 and the fairs of the future will be on a scale commensurate with the magnitude of British industry. The knowledge that the country's first duty was to produce munitions led the Board of Trade to prohibit firms who were mainly engaged in the production of war requirements from exhibiting at trade fairs and practically confined the fairs to a few non-essential trades. The extent to which this policy was carried out is shown by the fact that even such articles as cutlery, electroplate, clocks and jewellery have been excluded from the last four fairs. But to-day the position is changed, and the contemplated development is able to take place, with the result that it has been found necessary to provide as a home for the fair in London the Crystal Palace, the largest exhibition building in the world. And already there is grave doubt that this building—gigantic as it is, will prove too small unless special additions are made to it.

The three fairs, though held in different towns (London, Birmingham and Glasgow), are in reality one fair. The London fair is directly organized by the Board of Trade, while the fairs in Birmingham and Glasgow are organized by the municipalities of the respective cities under the auspices and with the support of the Board. An important point in the organization of the three fairs is that they are held concurrently, each fair representing a specified group of industries, and no one industry being permitted to exhibit at two fairs.

The surest test of the success of the British Industries Fair during five years that it has now been in existence is the measure of the extent to which it continues to be supported by the exhibitors. Taken year by year, the number of exhibitors in each section or group of trades has steadily increased.

The following is the schedule of exhibits at the three fairs:—

LONDON.

Organized by the Board of Trade.

Address: Director, 10 Basinghall street, London, E.C.

Cutlery.
Silver and electro-plate.
Jewellery, watches and clocks.
Imitation jewellery, including hard haberdashery articles.
Glassware of all descriptions.
China and earthenware.
Paper, stationery and stationers' sundries.
Printing.
Fancy goods, including travelling requisites and tobacconists' sundries.
Leather for the fancy goods, bookbinding and upholstery trades.
Brushes.
Toys and sports goods.
Scientific instruments.
Optical goods and spectacle ware.
Photographic appliances and requisites.
Drugs and druggists' sundries.
Musical instruments.
Furniture (knock down for export).
Art needlework requisites.

BIRMINGHAM.

Organized by the Birmingham Municipality and Chamber of Commerce, with the support and under the auspices of the Board of Trade.

Address: Secretary, the Chamber of Commerce, 95 New street, Birmingham.

Lighting fittings for electricity, gas, oil, etc.
Cooking stoves and utensils, including aluminium, enamelware, etc.
General hardware, including builders', marine and household ironmongery of all descriptions.
Tools (hand) of all descriptions and small machine tools.
Metal furniture for house, shop, office, garden and camp use, including bedsteads.
Perambulators, mailcarts and push-chairs.
Nautical instruments.
Firearms.
Fishing rods and tackle.
Machinery belting of all kinds.
India-rubber goods for industrial and household purposes.
Motor cycles and cycles.
Accessories for motor cars, cycles and aeroplanes.
Weighing and measuring appliances and instruments.
Sanitary appliances.
Paints, colours, and varnishes and painters' requisites.
Tubes in copper, lead, brass and steel, and pipe fittings.
Architectural and ornamental metal work, including gates and fencing.
Ropes of steel and hemp, cordage and string.

GLASGOW.

Organized by the Corporation of the City of Glasgow with the support and under the auspices of the Board of Trade.

Address: General Manager, Kelvin Hall of Industry, Glasgow.

Textiles of all descriptions.
Readymade clothing, including hosiery.
Hats and caps.
Boots, shoes and gloves.
Carpet and upholstery materials.
Foodstuffs (prepared and preserved) and beverages.
Chemicals (light and heavy).
Domestic chemical products.

Applications for space from eligible manufacturing firms domiciled within the British Empire, but outside the United Kingdom, can only be received through H.M. Trade Commissioners. The addresses of those in Canada are as follows:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

What the Fairs have already Accomplished.

The British Industries fairs are not exhibitions. They are trade fairs to which admittance is restricted to *bona-fide* trade buyers seriously interested in the participating trades, and admission is by invitation only. Participation in the fair is confined to British manufacturing firms which shall be deemed in this instance to be firms whose principal works and head offices are situated within the British Empire and which are not controlled by foreign interests. Exhibitors are not permitted to exhibit goods other than those they actually manufacture. The result is that buyers who visit the fair know that no article shown on an exhibitor's stand can be purchased elsewhere in the fair, while the exhibitors on their side can rely on the fact that all visitors are trade buyers. So organized, the British Industries Fair is immeasurably more valuable to both exhibitors and buyers than a fair in which the same article may be shown upon many exhibitors' stands and where the visitor may spend much of his time in comparing the different prices at which it can be purchased. By excluding the general public and restricting admission to trade buyers the exhibiting manufacturer is saved the great waste of time in which he would be involved by exhibiting and explaining his wares to persons who had no other motive for visiting the fair than that of curiosity. In these two particulars the organization of the British Industries Fair shows a great advance upon other fairs.

Another point in which the British Industries Fairs are an advance on the fairs which have been organized in various towns on the continent is that participation in the fairs is restricted to manufacturers of goods which are really suitable for inclusion. At some of the fairs which have been held on the continent such articles as railway engines, big guns and other products of engineering works have been exhibited, although it is clear that they are not articles which are purchased by the trade buyer in quantity for stock and re-sale. An examination of the schedule of the trades included in the British Industries Fair, 1920, will at once show that participation is confined to goods which are such as would be purchased for re-sale by wholesale and retail traders.

For manufacturers, participation is both cheap and simple, since, although the fairs are financially self-supporting, the making of a profit is not aimed at by the Board of Trade, and because, so far as possible, each exhibitor is allowed to exhibit in the form he prefers. At no other fair can an exhibitor place his samples before the world's buyers for so trivial a sum as at the British Industries Fair. Many exhibitors on small stands measuring 6 feet by 6 feet have been able to display their samples for a total sum of less than £10, and many exhibitors have found that their total expenses did not amount to 1 per cent on the orders which they booked. In one case which has come to the department's knowledge an exhibitor's total expenditure was less than $\frac{1}{2}$ per cent.

The erection of their stands being left to the exhibitors, each exhibitor is able to erect the stand most suitable to his requirements. Should he wish to do so, he can erect an expensive office. Equally, should he so wish, he is at liberty to erect the simplest possible stand. At the same time, however, the department is prepared in the future, as it has been in the past, to place the orders for exhibitors' stands as part of a scheme by which simple but serviceable stands can be erected at the lowest possible cost.

Some Facts about the New Home of the British Industries Fair.

The new London home of the British Industries Fair is the largest exhibition building in the world, and it is difficult to convey any adequate idea of its vastness. So large is it that the figures which represent its dimensions serve to confuse rather than to explain.

The enormous extent of its total floor area can, however, be understood from the fact that it amounts to approximately 20 acres, of which 14 acres are upon the ground floor.

Practically every part of the building has direct overhead light, and no less than 25 acres of glass are employed to achieve this result.

To heat the vast building there are over fifty miles of hot-water pipes, and the water travels one and three-quarter miles after leaving the boiler before completing its circuit.

The main building alone is over 1,600 feet in length, a measurement which can be gauged by comparison with the length of St. Paul's Cathedral, which is 500 feet.

The visitor in walking from one extreme end of the building to the other covers a distance of over half a mile.

The great columns which support the domed roof measure no less than sixteen miles in total length.

In the centre transept the glass roof is 200 feet above the ground, and the height of the building throughout its length is 100 feet.

Hints for Intending Exhibitors.

Applications for space will be received up to a date which will be stated on the application form, and only applications received before that date will be considered.

As in the Fairs which have already been held, exhibitors will not be able to select the position of their stands, the allotments of space being made by the department. All exhibitors in the same section will, however, be grouped together, so ensuring that the positions allotted to competing firms are as nearly as possible of equal value. The actual ground plan of the Fair will not even be drawn up until all applications have been received, as it has been found that the space can be much more advantageously split up to suit the various exhibitors' requirements than exhibitors' applications can be fitted into a pre-arranged scheme.

As soon as possible after the closing date for the receipt of applications for space a plan showing the site which has been allotted to him will be forwarded to each exhibitor, who should at once make the necessary arrangements for the erection of his stand. In order to interfere as little as possible with the various exhibitors' ways of displaying their goods, exhibitors are allowed to make use of the services of any stand contractor they choose, subject only to the approval of the department.

To assist exhibitors who are unable or unwilling to undertake the work of ordering their own stands, the department will arrange, as they have done at past Fairs for the erection of simple stands of uniform design and at a uniform price, and will place orders for such stands on behalf of any exhibitors who authorize them to do so.

Assistance is given to exhibitors in other directions, and participation in the British Industries Fair becomes, as stated, an exceedingly simple matter.

The department assists in the transport of exhibitors' goods and samples to the Fair by securing for them reduced railway carriage and by their handling, without extra charge, within the Fair. On delivery by the railways and carriers exhibits are received by the department and are placed on the site allotted. Directly the exhibitor has unpacked his samples, his empty packing cases are removed, stored during the period of the exhibition, and returned to him by the department at its close.

All invitations to visit the Fair are issued by the department, and exhibitors are consequently saved the trouble and expense of sending cards of admission to their

customers. Under the old system, by which a fixed number of tickets were given to each exhibitor for issue to his customers, it was found that the principal trade buyers received an invitation from practically every exhibitor and that other would-be buyers received no invitations at all. Under the present system exhibitors are invited to forward to the department the names of any buyers they would wish to be invited, and the names they forward, which are not already included in the department's card indexes of buyers, are at once added and invitations issued to them. As the index already contains over 100,000 names, it is but rarely that an exhibitor submits the name of a buyer not already included.

BRITISH PRODUCTION OF FARINA.

TRADE COMMISSIONER HARRISON WATSON.

London, Eng., May 8, 1919.—The following item clipped from the *London Times* of May 5, announces the establishment of a new industry in this country, namely, the manufacture of farina for industrial purposes:—

"The production of farina in this country was started last year to help farmers to get a greater production from the land. Before the war all farina used in this country came from Germany, Holland, and Japan, and was subsidized by those countries, using England as a dumping ground, to the advantage of their agricultural community and the disadvantage of ours. The Board of Agriculture figures for 1912 and 1913 show that Germany grew 48,000,000 tons of potatoes, against 2,400,000 tons grown in Great Britain. The greater part of these potatoes in Germany was used for factory purposes and the making of farina.

"Farina is largely used in the textile trades for the making of dextrine, gums, glucose, and many other chemical products. Its by-products are of the utmost value to agriculture, consisting of fertilizers and cattle food.

"Four large farina mills have been erected at King's Lynn, Boston, Hull, and Monikie, in Scotland, which it is estimated would be able to supply the home demand and render this country independent of farina of foreign origin. These factories will, therefore, offer a profitable outlet to the farmers for surplus stocks in a good season, and in a bad season they provide a market for them for small and defective potatoes which can be used for manufacture.

"The farina industry is thus an important adjunct to agriculture, both in stimulating the production of potatoes and in supplying fertilizers and cattle food of great value.

"The development of this industry should induce farmers greatly to increase the acreage under potatoes."

As I have previously advised, the potato flour project which was contemplated by the Government was destined only for edible purposes, although as a matter of fact there is practically no difference between the quality of the food and industrial varieties, and as existing private manufacture of potato flour was also for food purposes the inauguration described in the *Times* is a new departure.

I have consulted the Ministry of Food in order to ascertain whether these farina mills are government or a private venture, and I am now informed that four are being set by The British Farina Mills, Limited, 71 Finsbury Pavement, London, E. C. 2, which is under the auspices of the Minister of Food and is receiving a certain amount of assistance.

I have always understood that the reason farina has not previously been manufactured in this country for industrial purposes was because it was considered hopeless to be able to compete profitably with the farina manufactured in Germany and Holland, which in view of the enormous quantities of potatoes raised in those countries which, combined with the thorough development of the industry upon a large

scale, enabled both countries to lay down farina in the United Kingdom at prices lower than those at which the article could be produced here.

I think that the opinion is pretty generally held in this country among dealers that permanent establishment of a profitable farina industry here is impracticable owing to the causes already given, but the position will of course be modified or altered if the Government decides to subsidize or protect the industry and either prohibit or restrict the importation of foreign farina.

It has already been announced that this policy will be adopted in "key" and other essential industries, and that anti-dumping legislation will be adopted.

However, this is one of the many questions which will be decided in due course, and in the meantime the announcement of the new industry is certainly interesting

OPPORTUNITIES FOR TRADE IN SOUTH AFRICA.

The following letter has been received from Capt. E. D. Clarke, the Armoury, Edmonton, Alberta:—

I am taking the liberty of writing you to point out the chance there is at the present time for a very largely increased trade between this country and South Africa. Before the war native trade goods were largely supplied by England and Germany, with the latter securing a greater share each year.

All the standard trade goods could easily be made in Canada and with Germany out of the running and labour trouble in England it seems to me a good chance to make a bid for the business.

The ordinary stock-in-trade of an up-country trader is as follows: First in importance is a cotton cloth locally known as "Selem pore." It is just a common calico, but is coloured in various patterns of plaid. It is essential that these patterns should be exactly correct as they have the same significance as the old Scottish tartans and denote the tribe to which the native belongs. This almost acts as currency among the natives and is in very large demand together with variously coloured glass beads, which also denote the tribe, according to the colour.

There is also a tremendous demand for Kaffir hoes, which are shaped much like the ace of spades with a kind of spear projecting from the end. This spear is driven through a long stick of tough wood which thus forms a handle. These hoes could be stamped out very cheaply by any of our steel works and are sold in enormous quantities.

Other common trade articles are: Brass and copper wire, knives (both pocket knives and the Cuban cane knife or "machete"), snuff-boxes (which are carried by all natives), cheap looking-glasses, waterproof match boxes, cheap pipes, ploughs, sickles, hatchets (these are quite heavy and are in fact small axes, the native never using a long-handled axe), patent medicines (especially opening medicines), gunny sacks, etc. In fact there is quite a large range, but it is essential that in all cases they should be of the correct pattern, as the natives are very conservative and will not adopt a new thing no matter how much superior it may be.

With German Southwest Africa now annexed to the Union and with German East Africa under British control, Germany, which was getting a larger share each year of the African business, should have difficulty in getting any of this trade back if this country will enter the field. The volume of the trade is enormous and has made millions of profit for German and British manufacturers. There is not one of the articles needed which could not be made in Canada if our manufacturers will only be certain to secure the correct patterns.

I have lived for a number of years in Africa and have travelled extensively throughout the country, having been from the Cape to six hundred miles north of the Zambesi river. I have also been in German Southwest and Portuguese East. I can see that Canadian manufacturers have now an opportunity to secure a new market and one which has almost unlimited possibilities.

THE MARKET FOR CONDENSED AND EVAPORATED MILK IN GREAT BRITAIN.

TRADE COMMISSIONER NORMAN D. JOHNSTON.

Bristol, May 13, 1919.—There are about 200 different brands of condensed milk sold in this market, including English, Irish, Dutch and American brands.

With regard to evaporated unsweetened milk, a number of firms also sell a brand of evaporated milk.

The usual sizes of the tins are as follows: Sweetened condensed milk, full cream, 14 ounces net; evaporated milk, 16 ounces net. However, one well-known British firm put up their evaporated milk in tins of 14 ounces net, but this is the only firm known doing so. There is also a firm in America packing in all sizes from a very small tin upwards.

The controlled price to the retailer for condensed milk has been 46s. per case of 48 tins and for evaporated milk 34s. per case. The price to the importer has been 4s. off these prices. This 4s. was divided between the importers and the wholesaler, the importer receiving 1s. 8d. and the wholesaler 2s. 4d. The condensed milk has been retailing at about 1s. 1d. per tin and evaporated from about 9½d. to 10½d. per tin.

The price for fresh milk has been 9d. per quart, but it is likely to be cheaper in the near future. During the war there was a fair shortage of milk, but now that the summer months are coming on there is likely to be a plentiful supply.

The best way to develop a trade in this country extensively is to appoint a good broker or representative who is well known to the trade. Firms prefer this method, as in case anything goes wrong with the shipment they have some one to whom they can go who is located on the spot. There are several firms here who would likely be quite satisfactory in such a business.

Although there was quite a good sale for evaporated milk during the war, I do not think there will be nearly the demand for it that there will be for condensed milk and better trade will therefore be developed in the latter product.

With regard to selling conditions in Great Britain, if the goods are sold on a c.i.f. contract the terms are net cash against documents on arrival of steamer, or seven days' sight draft, with an allowance made for pierced, blown and leaky tins in full. The allowance is based on a 10 per cent examination, i.e., ten cases in every 100 are examined, and the number of faulty tins found in them multiplied by ten is accepted as the total of which the cost value of same is to be credited to the buyer. This examination is made by the Docks Committee or a public warehouseman, who issue a certificate which is binding to both parties. Some firms, however, sell on the following terms: Quality and condition guaranteed for six months after arrival of goods in this country—that is to say, all bad tins are to be returned within six months and a full allowance to be made for them.

One well-known British firm spend a considerable sum of money each year in advertising on street boardings and in the press, so that their brand is a household word in connection with condensed milk in this country.

If the brokers represent the shippers and the goods are sent direct from Canada to the buyers here, 1 per cent is the usual broker's commission. If the brokers, however, by themselves, cash against documents, at the same time representing the Canadian firm, and if the work of invoicing to buyers, arranging for allowances to be made on faulty tins, claims on shipping companies for missing cases, claims on underwriters for missing tins, etc., 2 per cent is the usual broker's charge. The second plan has in many instances been found the best, as it saves the Canadian exporter trouble, and also the firms here prefer to buy through the broker on the spot as in case of trouble there is some one to go to in the country. Also if the quality is

guaranteed for six months it is best to have some one on this side to look after the shippers' interests so that they can examine all faulty tins and see that they are destroyed, otherwise claims are apt to be put in for the same faulty tins over and over again.

Duty is chargeable on condensed milk on account of the sugar therein. The duty on condensed milk in 14-ounce tins is 11s. 8d. per cwt. (112 pounds), generally 45 pounds to the case. On sweetened whole milk packed in barrels the duty is 10s. 6½d. per cwt., and on milk with a small amount of sweetening the duty is 7 to 8½ per cwt. There is no duty on evaporated milk.

REVIEW OF SOUTH AFRICAN SHIPPING, IMPORTS AND EXPORTS.

TRADE COMMISSIONER W. J. EGAN.

Cape Town, March 31, 1919.—The thirteenth annual statement of the trade and shipping of the Union of South Africa has just been published. This statement covers the imports, exports and shipping for the year 1918.

In a foreword to the statistical tables, a general review on imports and exports is made by Mr. H. K. Vere-Hodge, F.S.S., Chief Clerk, Statistics, of the Customs Administration.

It will be of interest to Canadians interested in export trade to this market to have in evidence a South African official view on the figures of trade covering import, export and shipping.

The Shipping Trade.

The general review in part reads: "The disturbing influence of the war upon commerce was again strikingly illustrated and acutely realized throughout the year. A further shortage of mercantile tonnage aggravated the difficulties so long experienced, and there was no abatement of the countless shifts and expedients resorted to in the effort to maintain so far and as fairly as possible the even course and distribution of the world's seaborne traffic.

"Early in 1918 a number of ships were removed from all sea routes for the conveyance of troops and war material from the United States. During the year there were three or four of the famous Union Castle liners employed on the South African route, owing to the requisitioning of such a large number for the Admiralty. Amongst the vessels entering Union ports there have been many of unfamiliar appearance and design. Tank steamers, standard ships, sailers with auxiliary power, five-masted schooners and oil fuel vessels have been seen at the docks or riding in the anchorages. Japanese steamers have again been much to the fore, as subsequent tables will show, and another notable feature of last year's shipping was the number of sailing vessels employed."

The following statement shows the number and net tonnage of steamers and sailing vessels from overseas entered at Union ports during 1918 and 1917:—

	1918.		1917.	
	No.	Tonnage.	No.	Tonnage.
Steamers.. . . .	924	2,861,364	1,425	4,899,017
Sailing vessels	112	128,076	73	98,353
Total.. . . .	1,036	2,989,440	1,498	4,997,370

The tonnage of oversea cargo landed during the same periods was as follows:—

	1918.	1917.
From steamers.. . . . tons.	939,059	1,188,587
" sailing vessels.. . . . "	180,803	162,762
Total.. . . .	1,119,862	1,351,349

* The cargo brought by sailing vessels was composed for the greater part of timber, wheat and large quantities of oils and steel plates.

During the first quarter of the year, 397 vessels entered. During the quarter April-June there were only 253 arrivals, the reduction synchronizing with the concentration of shipping for the conveyance of troops from America.

The following table, which has been specially prepared to supplement the information given in the returns appearing annually, shows the tonnage of oversea cargo landed and shipped according to nationality of vessels during the years 1918 and 1917:—

Nationality.	Cargo landed.		Cargo shipped (including bunker coal).	
	1918.	1917.	1918.	1917.
British... ..tons.	764,659	1,026,849	2,023,164	2,465,473
American... .."	64,222	27,642	33,207	12,292
Brazilian... .."	7,529	.....	8,275	—
Danish... .."	14,707	20,970	2,691	13,229
Dutch... .."	10,223	13,527	12,187	39,035
French... .."	2,242	17,111	6,726	12,575
Greek... .."	.....	.....	7,965	1,634
Japanese... .."	114,365	44,408	189,275	137,673
Norwegian... .."	65,118	90,027	43,508	56,083
Portuguese... .."	5,840	1,335	28,856	27,681
Russian... .."	12,715	36,858	10,612	7,181
Spanish... .."	421	9,542	82,884	30,515
Swedish... .."	57,821	63,080	84,243	36,776
Total... ..tons.	1,119,862	1,351,349	2,533,593	2,840,149

It will be seen that foreign vessels landed and shipped cargo as follows:—

	1918.	1917.	Increase.
	Tons.	Tons.	Tons.
Landed... ..	355,203	324,500	30,703
Shipped (including bunker coal)...	510,429	374,676	135,753

The decreases in the tonnage of cargo conveyed in British bottoms were more marked last year than in the earlier years of war.

Imports into the Union.

The grand total value of imports into the Union, exclusive of specie, during the twelve months ended December 31, 1918, was £49,472,168, as compared with £36,476,238 for the year 1917. The totals were made up as follows:—

	1918.	1917.	Increase.
Ordinary merchandise... ..	£47,382,389	£34,750,782	£12,631,607
Public stores... ..	2,089,779	1,725,456	364,323
Total... ..	£49,472,168	£36,476,238	£12,995,930

The 1918 total surpasses by many millions of pounds the highest total recorded for any previous year, and the enormous increase over the preceding year is alone nearly equal in value to one-third of the total imports for 1913. The trade has decreased in actual bulk during the war, and there was no recovery in this respect last year. Increased oversea prices must therefore be considered as mainly responsible for the unprecedented total reached in 1918. The significance of the extraordinary situation which these figures reveal is emphasized in the following statement showing the total value for each year since the formation of the Union. It will be noticed that the increase next in point of magnitude was that of 1916 over 1915, and that no such phenomenal rise occurred in pre-war periods.

Total Value of Merchandise Imported, 1910-1918.

Year.	Value.
1918..	47,382,389
1917..	34,750,782
1916..	38,759,262
1915..	29,208,899
1914..	31,322,590
1913..	38,526,381
1912..	36,009,841
1911..	34,945,447
1910..	34,007,178

A further decline in the total value of foodstuffs imported will be noted with satisfaction. This is certainly one of the most gratifying features of the returns. The greatly enhanced import values have failed to reverse or check the diminishing tendency revealed year by year in the totals published. Essential foodstuffs have been produced within the Union upon such a scale that one does not need prophetic vision to foretell comparative independence of outside supplies within a measurable distance of time.

The quantities of wheat and wheaten flour imported during the last eight years were, in round figures, as follows:—

Year.	Wheat. Lb.	Wheaten Flour. Lb.
1918..	75,414,000	23,598,000
1917..	155,160,000	53,764,000
1916..	226,321,000	84,816,000
1915..	216,666,000	71,680,000
1914..	226,917,000	134,190,000
1913..	321,517,000	169,770,000
1912..	113,151,000	110,842,000
1911..	175,128,000	137,633,000

Imports from the United Kingdom amounted in value to £25,662,276 during 1918 as against £18,230,400 in 1917. The increased value of imports under the head "Cotton Piece-goods," accounts for £5,000,000 of the huge total increase, and importations of woollen cloth of British manufacture rose 190 per cent above the 1917 total. The following table, at the foot of which are given the total values of imports of merchandise, shows the percentage share of the United Kingdom, British possessions, the United States and certain other foreign countries in the import trade of the Union for a number of years:—

Countries.	Three War Years.			Three Pre-War Years.		
	1918.	1917.	1916.	1913.	1912.	1911.
	%	%	%	%	%	%
United Kingdom.. . . .	54.1	52.5	58.7	54.4	57.9	58.2
British Possessions—						
Canada.....	2.0	2.8	2.2	2.2	1.8	1.8
India.....	7.1	6.1	3.8	2.8	2.7	2.4
Australia.....	2.5	3.6	3.3	5.2	3.4	4.4
Other—						
United States.....	13.9	17.9	15.7	9.5	9.0	8.1
Holland.....	0.8	1.0	1.4	2.2	2.1	1.8
Sweden.....	2.0	2.4	2.3	1.8	1.6	1.8
Japan.....	5.6	2.1	1.4	0.3	0.3	0.3
Germany.....	0.0	0.0	0.1	8.8	9.0	9.8
Total value of merchandise imported	£47,397,389	£34,750,782	£38,759,262	£38,526,381	£36,009,841	£34,945,447

The percentage of goods the produce or manufacture of the United Kingdom shows a very fair recovery. Though this is almost entirely due to heavy importations of cotton and woollen goods, the tables afford no indication that the position of British manufactures in this market has been jeopardized or even seriously affected. There was proportionate decline in imports from the United States, and Japan's share of the total trade was considerably improved. We have drawn very largely upon India for supplies during the last two years, big increases being observed in grain and wool bags, cotton goods, rice, jute and paraffin wax. A considerable portion of the heavy importations of Indian tea was re-exported to South America. Goods of German origin still figure in the returns, but these amount in value to only £19,000 in 1918 as against £3,400,000 in 1913.

Competition between the United Kingdom, Germany and the United States was keenest before the war in hardware, iron and steel goods and machinery. The following statement of imports enables a very interesting comparison to be made between the pre-war and the present situation as regards goods of this description:—

Articles and Competing Countries of Manufacture.	1918.		1913.		1912.	
	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.
Fencing wire—						
Total: All countries.. . . .	£ 62,402		£ 319,558		£ 291,369	
United Kingdom.. . . .	£ 210	0.3	£ 80,908	25.3	£ 82,119	28.2
Germany.. . . .	.....	....	83,418	26.1	35,657	12.2
United States.. . . .	38,279	61.3	149,078	46.7	169,180	58.1
Canada.. . . .	23,913	38.3	692	....	262	—
Stoves—						
Total: All countries.. . . .	£ 44,898		£ 75,875		£ 85,952	
United Kingdom.. . . .	£ 26,957	60.0	£ 38,450	50.7	£ 44,182	51.4
Germany.. . . .	.....	....	4,340	5.7	3,312	3.9
United States.. . . .	13,618	30.3	16,165	21.3	23,705	27.6
Sweden.. . . .	3,437	7.7	14,738	19.4	13,271	15.4
Tools—						
Total: All countries.. . . .	£ 85,374		£ 86,444*		£ 95,118	
United Kingdom.. . . .	£ 26,201	30.7	£ 33,601	38.8	£ 40,052	42.1
Germany.. . . .	36	....	11,677	13.5	12,168	12.8
United States.. . . .	52,038	61.0	36,304	42.0	39,347	41.4
Implements, agricultural, all sorts—						
Total: All countries.. . . .	£ 495,155		£ 406,672		£ 448,794	
United Kingdom.. . . .	£ 65,215	13.2	£ 149,596	36.8	£ 147,332	32.8
Germany.. . . .	21	....	36,174	8.9	41,359	9.2
United States.. . . .	253,365	51.2	167,497	41.2	217,378	48.4
Canada.. . . .	104,856	21.2	14,102	3.5	17,835	4.0
Iron, galvanized and corrugated—						
Total: All countries.. . . .	£ 192,717		£ 412,073		£ 445,080	
United Kingdom.. . . .	£ 342	....	£ 399,118	96.9	£ 393,337	88.4
United States.. . . .	192,345	99.9	9,170	2.2	49,984	11.2
Machinery of all sorts—						
Total: All countries.. . . .	£1,661,772		£2,842,597		£2,688,745	
United Kingdom.. . . .	£ 914,439	55.0	£1,691,125	59.5	£1,656,239	61.6
Germany.. . . .	483	....	457,809	16.1	411,720	15.3
United States.. . . .	660,719	39.8	571,639	20.1	511,496	19.0
Lamps and lampware—						
Total: All countries.. . . .	£ 32,206		£ 58,331		£ 46,922	
United Kingdom.. . . .	£ 10,210	31.7	£ 19,164	32.9	£ 19,078	40.7
Germany.. . . .	181	....	21,201	36.3	15,674	33.4
United States.. . . .	13,040	40.5	15,086	25.9	10,750	22.9

STATEMENT OF IMPORTS.—*Continued.*

Articles and Competing Countries of Manufacture.	1918.		1913.		1912.	
	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.
Cutlery—						
Total: All countries.. . . .	£ 219,680		£ 104,556		£ 106,404	
United Kingdom.. . . .	£ 102,748	46.8	£ 75,142	71.9	£ 80,982	76.1
Canada.. . . .	32,100	14.6	.....	.....	.....	—
Germany.. . . .	70	....	24,039	23.0	21,917	20.6
Japan	61,300	27.9	.....	.....	.....	—
United States.. . . .	17,655	8.0	4,338	4.1	2,547	2.4
Sewing machines—						
Total: All countries.. . . .	£ 125,592		£ 68,814		£ 73,738	
United Kingdom.. . . .	£ 119,781	95.4	£ 42,302	61.5	£ 48,577	65.9
Germany.. . . .	5	....	22,670	32.9	21,708	29.4
United States.. . . .	5,471	4.4	3,706	5.4	3,329	4.5
Nails and screws—						
Total: All countries.. . . .	£ 106,178		£ 71,653		£ 71,192	
United Kingdom.. . . .	£ 14,424	13.6	£ 43,683	60.9	£ 40,787	57.3
Canada.. . . .	33,163	31.2	12	....	4	—
Germany.. . . .	.....	....	12,078	16.8	14,123	19.8
United States.. . . .	32,265	30.4	7,167	10.0	7,157	10.5

Mr. H. K. Vere-Hodge says in reference to Canada:—

"Though the percentage share of Canada in the import trade was not increased, that country has continued to furnish us with an important range of articles far more varied in character than in pre-war times. This is in a great measure due to the growth of new industries and the increased manufacturing capacity of Canadian factories brought about by war conditions; it is also in a great measure due, doubtless, to the difficulty of drawing upon old sources of supply for many manufactured goods, and to the alert representation of Canadian commercial interests.

"There is no doubt that the total value from Canada would have been much larger even than it has been (namely, £941,621 in 1918), but for the decrease in the importation of foodstuffs into the Union. In 1913 Canada furnished foodstuffs to the value of £464,214, as compared with £29,232 in 1918. In other words, foodstuffs comprised 54 per cent of the total value of imports from Canada in 1913, as against only 3 per cent in 1918.

"Amongst articles of Canadian manufacture introduced there were in addition to agricultural implements and machines, many goods similar in character to those previously imported from the United States and Europe, such as cutlery (chiefly razor blades), rubber shoes, nails and screws, baling wire, steel bar, wire rope, enamelled ware, horseshoes, iron pipes, lampware, wheelbarrows, linseed oil, corks and electric cable. Large increases also were noticed in tools, spades and shovels."

In connection with the above statement it is perhaps well to mention here that Mr. Vere-Hodge's reference to the total imports from Canada is on general merchandise and for the Union only. The actual imports from Canada for the Union, including railway material, telephone and telegraphic supplies for the Union Government, is to a value of £1,235,164, an actual increase over the year 1917 of £257,495, and for British South Africa, the imports from Canada for last year totalled in value £1,343,830, an increase of £354,332 over the previous year. The above figures speak only of imports received from Canada, as the actual exports from Canada for British South Africa in the twelve months ending December, 1918, were to a value of \$9,704,215, which is an increase over the year 1917 of \$4,812,689. The difference is due to losses and accidents at sea. Last year's wonderful increase in export from Canada to South Africa shows the great field there is in South Africa for the supply of iron and steel. Canadian engineering plants will find a big and growing demand in manufacturing and mining-machinery, as well as in mining and railway material of all kinds.

South Africa's Exports.

The grand total value of exports, exclusive of bullion and specie, during the year ended December 31, 1918, was £32,949,237, as compared with £28,494,299 for the year 1917, an increase of £4,454,938 or 15.6 per cent. The totals were made up as follows:—

	1918. Value.	1917. Value.	Increase.
South African produce	£28,912,736	£25,791,923	£3,120,813
Re-exports	4,036,501	2,702,376	1,334,125
Total	£32,949,237	£28,494,299	£4,454,938

Adding to the above figures the value of the raw gold output of the Union, the total value of South African produce becomes £64,671,052 for 1918, as against £64,099,598 for 1917, and we obtain the following comparison for the last three calendar years, and three pre-war calendar years:—

South African Produce (including Gold).

1918. Value.	1917. Value.	1916. Value.	1913. Value.	1912. Value.	1911. Value.
£64,671,052	£64,099,598	£60,910,245	£64,015,645	£60,482,812	£54,333,305

A number of commodities shared in effecting the very large total increase in the value of South African produce, other than gold, exported. The principal increases were in coal (£712,263), wool (£907,850), diamonds (£966,037), whale oil (£45,906), maize (£73,014), and wattle bark and extract (£138,605).

Great interest attaches to the recent pronouncement in Parliament in reference to the introduction of the elevator system for the handling of maize in bulk. The adoption of this system in other maize-producing countries has been of manifest benefit to farmers, traders and all concerned. During the four years, 1915-18, more than 1,600,000 pounds of maize were exported from the Union.

The quantity of South African sugar exported easily outdistanced any previous year's exportation, amounting to 5,300,000 pounds. Three and a quarter millions of pounds were consigned to the Southwest Africa Protectorate, and three-quarters of a million pounds were shipped to the Argentine Republic. The total production of sugar in the Union last year was the largest yet recorded, amounting to 140,720 tons.

The exportation of raw cotton amounted to 183,228 pounds, valued at £11,799. Exports in 1917 amounted in value to £3,947, and in the last complete calendar year before the war to £811. Cotton it seems certain will one day be one of the most important productions of the land.

The total value of wool exported last year might almost be termed colossal, as it very nearly reached ten figures. The quantity was less by two million pounds than in 1917, but there was a large increase in the amount of scoured wool exported—which tends to reduce the proportion of total quantity to total value.

Owing to the more or less fluctuating nature of trade movements occasioned by shipping disabilities, a fairer estimate of the industrial progress of the country—as indicated by exports—is obtained by comparing totals for four years of war with those of four pre-war years, as in the following table, which deals with quantities only:—

Product.	Four War Years.	Four Pre-War Years.	Increase.
	1915-1918.	1911-1914.	
Asbestos. lb.	34,905,277	10,754,412	24,150,865
Blasting compounds. "	32,007,553	2,649,240	29,358,313
Candles. "	1,566,017	400,608	1,165,409
Coal, cargo. tons.	2,819,240	1,756,699	1,062,541
Butter. lb.	5,950,703	186,126	5,764,577
Cheese. "	528,908	2,194	526,714

INDUSTRIAL PROGRESS.—*Continued.*

Product.	Four War Years.	Four Pre-War	Increase.
	1915-1918.	Years. 1911-1914.	
Confectionery and jams	8,676,775	1,460,036	7,216,741
Corn, grain and meal—			
Barley	6,725,032	369,432	6,355,600
Beans and peas	17,526,096	180,332	17,345,764
Kaffir corn	20,878,851	1,172,599	19,706,252
Maize	1,626,169,335	642,306,134	983,863,201
Maize meal	279,644,156	21,856,179	257,787,977
Oats	56,750,938	37,532,930	19,218,008
Eggs	18,380,059	5,712,141	12,667,918
Fish, dried	8,002,467	6,449,934	1,552,533
Fruits, dried	7,731,497	222,714	7,508,783
Meats—Beef and mutton	89,888,426	1,435,303	88,453,123
Spirits—Brandy	606,126	2,687	603,439
Sugar	15,417,343	1,338,599	14,078,744
Wines	1,031,682	233,761	797,921

COMMERCIAL LICENSE REFORMS IN SOUTH AFRICA.

(Industrial South Africa, April, 1919.)

In the March issue of the *Journal of Industries*, Mr. J. C. Sheridan, formerly Commissioner for Inland Revenues for the Union of South Africa, has rendered the trading community a distinct service in drawing attention to the continuance, after eight years of Union, of the antiquated licensing laws existing in the various provinces at the time of Union. The writer emphasizes the point that with an adult white male population something less than half a million, the number of licenses issued in a year exceed a quarter of a million. The schedules of licenses in force, printed in small type and double column occupy nearly six pages of the official year book, but in addition to all this, the municipal and other local authorities have also licenses of their own.

Of the numerous and objectionable licenses that exist the most vexatious are the license obligations of commercial travellers and representatives, whose business extends over the whole country. In pre-Union days the several colonies attempted to protect their own trading community against outside competition, and accordingly placed licenses and other difficulties in the way of competitors, or their representatives coming in to trade; through failure to pass revising or unifying legislation all such licenses are still in force, with the result that a manufacturer in Johannesburg, desiring to sell his product in, say, Cape Town, or any other centre outside the Transvaal, has to equip his traveller with license certificates for each province of the Union, at a cost which, in the case of the small struggling producer, is wellnigh prohibitive. Not only is this the case but in the Cape Province a traveller is subject to a license of £5 yearly for every magisterial division which he enters for the purpose of taking orders.

TRADE WITH CZECHO-SLOVAKIA.

A cable despatch from the Secretary of State for the Colonies to the Governor-General of Canada dated May 24, says:—

"Arrangements have been made for despatch of goods to Czecho-Slovakia via Hamburg and Elbe provided goods consigned to Relief Administration, Hamburg, on account of actual consignees in Czecho-Slovakia. Duplicate set of shipping documents should be furnished direct to Relief Administration. Goods on free list and prohibited list C. may now be exported to Czecho-Slovakia without license if consigned as above."

THE PROSPECTS FOR FISH IMPORTATIONS INTO FRANCE.

PHILIPPE ROY, COMMISSIONER GENERAL FOR CANADA AT PARIS.

The matter of exportation of chilled and frozen fish now being of paramount interest to Canada, I herewith append a few notes given by Mr. Felix Aghion, 94 Boulevard Pereire, Paris, who I believe is competent to speak on the subject.

The importation of chilled and frozen fish into France is liable to great extension on condition that the products are not bound to be sold at any time and anyhow upon their arrival in Paris.

The importance of arrivals of fish at the "Halles" varies considerably. Sometimes it reaches 200,000 kilogrammes, other days only 50,000 kilogrammes, and sometimes is even lower than this latter amount.

Fairly often, arrivals of fish reach the Halles after the closing of the wholesale market, where all the retailers get their supply for Paris consumption, and others the suburbs and several departments in France.

It results therefrom that when there is scarcity of fish the prices are double and even treble, whereas the next morning may bring an arrival of fish which, added to the consignments of the previous night, causes a fall in the prices, which are then much below the average. One can form an opinion from the above. It is our belief that frozen or chilled fish can be sold readily if stocks of the same can be had in Paris so that when there is a shortage the sale of this chilled or frozen fish will regulate the market. For it must be apparent that very often, due to storms in the Channel or on the ocean, the "Halles" in Paris are short of supplies during several days, and that this happens fairly often during the course of the year. In these circumstances the sale of chilled and frozen fish would become profitable notwithstanding the tariffs of duty and octroi.

The following are the duty tariffs:—

Salmon, trout.. . . .	Frs.	25	per	cent	per	100	kilos.
Pikes, carps, tenches, eels.	"	8	"	"	"	"	"
Other kinds.	"	5	"	"	"	"	"
Seafish generally.	"	20	"	"	"	"	"
Lobster and rock lobster.	"	15	"	"	"	"	"

These tariff dues are figured including the weight of outside packing.

The "octroi" dues in Paris are:—

First Category.—Salmon, trout of all kinds, "Ombre-Chevalier," brills, turbot, prawns, lobster cray-fish, "bars"—40 francs, 20 the 100 kilogrammes.

Second Category.—Mulletts, lamprey, sturgeon, "sterlet," soles, eels, pikes, carps, young carps, perch, gudgeons.—21 francs, 60 the 100 kilogrammes.

All crustacean fish, molluscs and those not specified, are free from all octroi dues into Paris.

The duty and octroi dues put together, are not in our opinion such as to prohibit importation.

Indeed one can form an opinion of this upon examining the variations in price which occur fairly often in the same week and which are merely an indication for guidance.

(These prices are per kilogramme, i.e. 1 kilogramme = £2.2046.)

Soles, medium size, from 6 to 15 francs; salmon, from 10 to 22 francs; bar, from 6 to 12 francs; mullets, from 3 to 10 francs; whiting, 2 to 4 francs; mackerel, from 2 to 4 francs; "colin" from 2 to 6 francs; "Rouget-grondin," from 2.50 to 4.50; "Rouget-barbet" (red mullet) from 3 to 8 francs, according to size; herring from 1.50 to 3 francs; goldfish, from 3 to 5 francs (mostly coming from Spain); rock lobster, from 6 to 16 francs; lobster, from 5 to 12 francs; carp, from 2 to 5 francs; brills, from 3 to 7 francs; sturgeon and "sterlets," from 2.50 to 6 francs; turbot, from 3 to 6 francs.

One must also take into account the seasons and the localities of several departments that are rather badly supplied in summer. From June to end of September the very numerous watering places in Auvergne, the Alps, in Savoie and even in the Pyrenees, suffer from the scarcity of fish, and at the time when those taking the baths are numerous, it is relatively very expensive. It is again in Paris that these localities often get their supplies, so that the exodus of the Parisian population towards the country and the watering places does not diminish the sale of fish in Paris during the summer season.

But the chief point, without which no success can be expected, depends solely on the creation of special refrigerators for the warehousing of chilled and frozen fish in Paris.

The setting up of a refrigerator does not include huge preliminary expenses, and our French industry is in a position to furnish the most up-to-date model at prices that cannot be equalled.

Without a refrigerator such as we have in mind, the risks are too great. The organization for the undertaking of the importation of chilled and frozen fish from Canada presents no difficulty, and we are at your disposal for all further information which exporters from Canada may wish to have.

ITALY'S ADVERSE TRADE BALANCE.

From the 1918 Italian Trade Returns just issued, Italy's unfavourable trade balance for the calendar year is shown to be 10,431,105,716 lire. These figures are based on the prices for 1917 and the revised returns will probably show an adverse balance of about 15,000,000,000 lire.

NEW INCORPORATIONS.

Dominion.

- Sales, Limited. Incorporators: Horace Walter Purver and Lilian Murray Heal, accountants; Frank Wise, manager; Grant Cooper and Howard Addison Hall, barristers-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Toronto.

British Wrecking and Salvaging Company, Limited. Incorporators: Richard Tuson Heneker and Henry Noel Chauvin, K.C.'s; Harold Earle Walker, advocate; and Hugh Wylie, accountant—all of Montreal; and Christina Imrie, of Westmount. Capital \$2,000,000, divided into 20,000 shares of \$100 each. Chief place of business, Montreal.

William Notman & Son, Limited. Incorporators: Charles Frederick Notman, Westmount, Que., photographer; Lawrence Macfarlane, K.C.; William Bridges Scott and James Arthur Mathewson, advocates; and James Geary Cartwright, office manager—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Associated Mills, Limited. Capital \$100,000. Registered office, Vancouver.

Bullock Gold Mines, Limited. Capital \$350,000. Registered office, Poplar Creek.

Canada Western Cordage Company, Limited. Capital \$300,000. Registered office, Vancouver.

Fraser Valley Dairies, Limited. Capital \$500,000. Registered office, Vancouver.

Ontario.

Canadian Marble Quarries, Limited. Incorporators: William Henry Matthews, John Robert Hoidge, Arthur Richard Bickerstaff and Melville Peter White, Esquires; Robert Benjamin Henderson, Arthur Macallum Boyd, Allan Archibald Bain and

John Robertson O'Connor, barristers-at-law; and Laura Anne Bayes, book-keeper—all of Toronto. Capital \$2,000,000, divided into \$400,000 shares of \$5 each. Head Office, Toronto.

Gidley Boat Company, Limited. Incorporators: John Antliff Kent, accountant; Maxwell Cline Purvis, barrister-at-law; Guy Meredith Jarvis, student-at-law; Eva Marie Gardiner, stenographer; and Barbara Cameron, office clerk—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Keystone Gold Mines, Limited (no personal liability). Incorporators: Alexander David Crooks, Arthur Wentworth Roebuck and Harry Simcoe Parkinson, barristers-at-law; Edna Evelyn Prevost, book-keeper; and Georgina Mustard, stenographer—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

McGibbon, Limited. Incorporators: John McGibbon, John Haining McGibbon and Donald McGibbon, lumber dealers; Clara McGibbon, married woman; and Donald White, accountant—all of Sarnia. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Sarnia.

The Saint Antonio Mining and Exploration Company, Limited (no personal liability). Incorporators: Joseph Brissette, merchant; George Constantine Booth and Nicholas Moutsatson, confectioners; Walter William Smith, real estate dealer; and William Christie, billiard-hall proprietor—all of Sault Ste. Marie, Michigan. Capital \$1,000,000, divided into 100,000 shares of \$10 each. Head office, Sault Ste. Marie.

S. A. T. Canadian, Limited. Incorporators: John Aloysius Ryan and Apha Isabella Hodgins, students-at-law; Margaret Robinson, book-keeper, and Margaret Anne Burney and Ida Esther Taylor, stenographers—all of Toronto. Capital \$2,000,000, divided into 200,000 shares of \$10 each. Head office, Toronto.

Sims Improved Rail Anchor Company, Limited. Incorporators: Mervil MacDonald and Edwin Smily, barristers-at-law; Lina Rogers and Bertha Rice, stenographers; and Carrie Turney, book-keeper—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Smith & Stone, Limited. Incorporators: Benjamin Luxemburg and John Richard Huffman, students-at-law; Grace Jessie Huffman, stenographer; Hiram Goldstein, credit manager; and Fannye Hinda Goldstein, married woman—all of Toronto. Capital \$100,000, divided into 100,000 shares of \$1 each. Head office, Toronto.

The Toronto Sewer Pipe Company, Limited. Incorporators: Grant Cooper and Howard Addison Hall, barristers-at-law; Lilian Murray Heal, accountant; and Lilian Dillon and Rita Hatton, stenographers—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

The Trimming and Embroidery Company, Limited. Incorporators: William Frederick Marquardt, manufacturer; Clarence Basil Kramer, book-keeper; Maud Emilia Kramer, office secretary; William Hamilton Walter, accountant; and George Parnell McHugh, barrister-at-law—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

E. C. Walker & Sons, Limited. Incorporators: Angus Compston Heighington; barrister-at-law; Ola Frayer, stenographer; and Frederick Cronyn Betts, Gordon Lathorpe Milligan and Cecil Finlayson, students-at-law—all of Toronto. Capital \$150,000, divided into 1,500 shares of \$100 each. Head office, Toronto.

Saskatchewan.

McInnis Brothers, Limited. Incorporators: L. McInnis, T. McInnis, E. McInnis and W. McInnis—all of Regina. Capital \$50,000, divided into 500 shares of \$100 each. Registered office, Regina.

The Tillers Machinery, Limited. Incorporators: S. H. Hamilton, L. W. Bell and A. C. Hutcheon—all of Saskatoon. Capital \$60,000, divided into 600 shares of \$100 each. Registered office, Saskatoon.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending May 30, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	878,505	520,498	384,403	218	41,226	1,824,854
Consolidated Elevator Co.	152,024	50,446	28,240	24,671	2,735	258,116
Empire Elevator Co.	231,797	160,264	57,233	21,640	4,208	475,162
Ogilvie Flour Mills Co.	633,701	60,973	87,436	..	11	782,121
Western Terminal Elevator Co.	174,015	53,611	21,826	32,607	1,482	283,541
G.T. Pacific	777,644	492,041	58,569	21,957	5,047	1,355,258
Grain Growers' Grain Co.	110,992	493,626	245,581	..	31,716	881,915
Fort William Elevator Co.	163,909	252,435	74,776	17,133	3,138	511,891
Eastern Terminal Elevator Co.	218,289	54,643	23,558	..	10,554	307,044
Northwestern Elevator Co.	116,568	45,161	33,663	..	..	195,392
Port Arthur—						
Port Arthur Elevator Co.	1,501,951	984,591	489,318	..	67,806	3,043,666
Sask. Co-operative Elevator ..	408,404	246,227	94,674	68,616	17,607	835,528
Canadian Government Elevator....	351,167	218,539	84,981	17,333	13,000	685,020
Canadian Government' Elevator, a/c Imperial Government.	..	..	..	62	..	62
Thunder Bay	207,165	459,245	105,689	9,843	4,404	786,346
Davidson & Smith	71,505	144,464	125,286	..	7,313	348,568
Eastern—Richardson.	396,703	74,514	71,379	16,440	129,245	688,281
Total Terminal Elevators.....	6,394,343	4,311,278	1,986,632	230,520	339,492	13,262,265
Saskatoon Can. Govt. Elevator.	286,600	778,413	108,294	4,348	14,501	1,182,156
Moosejaw Can. Govt. Elevator.....	455,360	416,473	46,651	1,300	13,672	925,219
Calgary Can. Govt. Elevator.....	405,169	257,824	59,891	822	13,796	740,818
Vancouver Can. Govt. Elevator	8,751	91,560	..	220	..	100,531
Total Interior Terminal Elevators.	1,155,880	1,544,270	214,836	6,690	27,048	2,948,724
Depot Harbour.....	Not reported.	..	..	..	..	..
Midland—						
Aberdeen Elevator Co.	56,956	..	..	..	..	56,956
Midland Elevator Co.	1,165,429	359,713	44,535	..	106,373	1,676,050
Tiffin, G.T.P.	563,708	51,083	712,402	..	..	1,327,193
Port McNicoll	2,198,089	1,045	7,222	..	..	2,206,356
Collingwood	..	..	..	..	..	..
Goderich—						
Elevator & Transit Co.	Not reported.	..	..	..	..	..
West Canada Flour Mills Co., Ltd..	532,355	..	..	..	..	532,355
Kingston—						
Montreal Transportation Co.	..	..	..	..	..	..
Commercial Elevator Co.	..	..	..	..	..	..
Port Colborne Dom. Govt. Elevator ..	882,959	..	178,426	..	..	1,061,385
" Maple Leaf Milling Co., Ltd.	925,448	..	..	..	..	925,448
Prescott.....	..	..	..	..	..	..
Montreal—						
Harbour Commissioners No. 1.....	2,080,033	55,056	905,676	..	..	3,040,765
" " No. 2.....	1,009,497	200,785	489,962	..	..	1,700,244
Montreal Warehousing Co.	1,110,762	..	436,605	15,995	..	1,563,362
Ogilvie Flour Mills Co., Ltd.	579,498	7,906	4,991	..	..	592,395
Quebec Harbour Commissioners.....	768,352	15,420	38	..	..	783,810
West St. John, N.B.	108,767	11,644	51,594	..	..	172,005
Halifax, N.S.	Not reported.	..	..	..	..	..
Total Public Elevators.....	11,981,953	702,652	2,831,451	15,995	106,373	15,638,324
Total quantity in store.....	19,532,076	6,558,200	5,032,919	253,205	472,913	31,849,313

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East, for the week
ended May 30, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		4,174	82,456		86,630
No. 1 Northern		1,323,066	829,490	3,405,982	5,558,538
No. 2 "		1,021,942	132,120	2,005,945	3,160,007
No. 3 "		995,684	66,843	1,689,269	2,751,796
No. 4 Wheat		1,146,356	5,428	1,861,683	3,013,467
No. 5 "		747,968	6,710	764,817	1,519,495
No. 6 "		752,374	536	1,046,335	1,799,245
Other		402,779	30,153	1,207,822	1,640,754
Australian			2,144		2,144
Totals.....		6,394,343	1,155,880	11,981,853	19,532,076
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		390,892	178,639	246,244	815,825
No. 3 "		500,409	132,078	189,570	822,057
Ex. No. 1 Feed		557,583	339,295	134,925	1,031,803
No. 1 Feed		558,628	325,469	71,784	955,881
No. 2 "		1,746,337	475,312	9,877	2,231,526
Other		555,722	93,427	50,252	699,401
Totals.....		4,311,278	1,544,270	702,652	6,558,200
Barley—					
No. 3 extra C. W.				1,235	1,235
No. 3 C. W.		405,020	44,065	1,584,273	2,033,358
No. 4 "		901,332	105,832	952,621	1,959,785
Feed		190,385	28,485	18,118	236,988
Rejected		265,482	23,232	241,883	530,597
Other		224,413	13,222	33,321	270,956
Totals.....		1,986,632	214,836	2,831,451	5,032,919
Flax—					
No. 1 Northwestern Canada.....	62	159,644	3,481	15,995	179,122
No. 2 C. W.		45,734	1,280		47,014
No. 3 "		20,017	1,069		21,086
Imperial Govt.			239		239
Rejected			57		57
Other		5,063	564		5,627
Totals.....	62	230,458	6,690	15,995	253,205
Rye—					
No. 1 C. W.		4,457			4,457
No. 2 "		240,506	12,369	50,011	302,886
Rejected		36,895	1,427	15,067	52,889
No Grade		12,874			12,874
Other		45,260	1,763	41,295	88,318
Totals.....		339,492	15,559	106,373	461,424
Corn			11,489		11,489
Total quantity in store.....		13,262,265	2,948,724	15,638,324	31,849,313

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East on May 30, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>May 30, 1919—</i>			
Terminal elevators.....	6,394,343	6,867,922	13,262,265
Interior terminals.....	1,155,880	1,792,844	2,948,724
Public elevators in the East.....	11,981,853	3,656,471	15,638,324
Total.....	19,532,076	12,317,237	31,849,313
<i>May 31, 1918—</i>			
Terminal elevators.....	643,695	5,661,635	6,305,337
Interior terminals.....	629,121	3,061,526	3,690,647
Public elevators in the East.....	4,337,378	7,565,492	11,902,870
Total.....	5,610,194	16,288,653	21,898,847
<i>June 1, 1917—</i>			
Terminal elevators.....	11,632,310	11,080,773	22,713,083
Interior terminals.....	2,996,207	1,285,296	4,281,503
Public elevators in the East.....	5,147,157	5,534,197	10,681,354
Total.....	19,775,674	17,900,266	37,675,940
<i>June 2, 1916—</i>			
Terminal elevators.....	13,182,895	4,555,564	18,738,459
Interior terminals.....	3,202,090	1,014,495	4,216,585
Public elevators in the East.....	8,712,781	7,157,777	15,870,558
Total.....	25,097,766	12,727,836	38,825,602
<i>June 3, 1915—</i>			
Terminal elevators.....	3,235,921	3,064,512	6,300,433
Interior terminals.....	239,716	217,632	457,348
Public elevators in the East.....	2,569,605	2,236,919	4,806,524
Total.....	6,045,242	5,519,063	11,564,305
<i>June 4, 1914—</i>			
Terminal elevators.....	4,455,608	7,470,387	11,925,995
Public elevators in the East.....	4,615,655	5,763,028	10,378,683
Total.....	9,071,263	13,233,415	22,304,678

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending May 30, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.				—
C.P.R., West St. John, N.B.	141,194			141,194
Government Elevator, Port Colborne, Ont.		85,074		85,074
Aberdeen Elevator, Midland, Ont.				—
G.T.R., Depot Harbour, Ont.				—
Collingwood, Ont., G.T.R.				—
Montreal Warehousing Co., Montreal, Que.	165,313	16,504		181,817
Quebec Harbour Commissioners, Quebec.	214,334			214,334
Maple Leaf Milling Co., Port Colborne, Ont.				—
Harbour Commissioners No. 1, Montreal, Que.	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.	1,564		1,839	3,403
Halifax, N.S., C.G.R.				—
Port McNicoll, C.P.R.		39,264		39,264
Goderich Elevator and Transit Co.				—
Midland Elevator Co., Midland, Ont.		780,602		780,602
Canadian Nat. Ry. Elevator, St. John, N.B.				—
Total.	525,533	921,444	1,839	1,448,816

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBER DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1316. **Glass.**—A wholesale firm in St. John's, Newfoundland, ask for the name of a Canadian manufacturer of window glass.

1317. **Agency in Bucharest.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

1318. **Representation.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

1319. A London firm of manufacturers' agents wish to be placed in touch with Canadian manufacturers of glassware of all kinds, household woodenware, doors and window frames, hardware of all descriptions, machines and machine tools, seeking a market in Great Britain.

1320. A London correspondent recently discharged from H.M. Forces wishes to secure agencies for Canadian manufacturers of paper: kraft, sealings, manilas, envelope papers, grease-proofs, glazed and unglazed, tissues, caps, parchments, printings and writing papers, also ochre glazed and unglazed papers.

1321. Inquiry is made by a correspondent in London for names of Canadian manufacturers seeking representation in Great Britain.

1322. Inquiry is made by a London firm for names of Canadian exporters of cheese, which is required for India and China as well as for Great Britain.

1323. **Food products and manufactured goods.**—A London firm established for fifty years, having branches at Gibraltar and Malta, would like to have the addresses of Canadian exporters of food products and manufactured goods suitable for Mediterranean countries.

1324. **Apples.**—A Christiania firm ask to be placed in communication with exporters with a view to business on a commission basis.

1325. **Ricemeal.**—A Liverpool firm, who did a pre-war business with Canada, ask to be placed in touch with exporters.

1326. **Ferro-chrome.**—A Sheffield firm ask to be placed in touch with exporters of ferro-chrome in the qualities 8/10 per cent, 4/6 per cent, and under 2 per cent.

1327. **Broomhandle blanks.**—A Liverpool firm are prepared to place orders for large quantities of broomhandle blanks.

1328. **Linseed cake.**—A Liverpool firm are in the market for linseed cake.

1329. **Apples.**—A Liverpool firm would like to receive offers of box apples for purchase or sale on commission.

1330. **Apples.**—A Birmingham firm are interested in offers of barrel apples in 1,000 barrel lots and of several cars of boxed apples.

1331. **Apples.**—A Birmingham firm would like to arrange to purchase barrel apples in 500 to 1,000 barrel lots, and two or three cars of boxed apples.

1332. **Apples.**—A Birmingham firm is interested in offers of barrel and box apples.

1333. **Apples.**—A Birmingham firm would like to work up a connection with box and barrel apple shippers with a view to sale on commission.

1334. **Toy express carts and wooden toys.**—A Liverpool importer would like to hear from Canadian shippers.

1335. **Washboards, clothespins and household woodenware.**—A Liverpool importer is in a position to place orders in carload lots.

1336. **Roll-top desks and office chairs.**—A Liverpool firm make inquiry in order to establish Canadian connections.

1337. **Axles for four-ton trucks.**—A Glasgow firm make inquiry for Canadian quotations.

1338. **Heavy truck tires.**—A Glasgow firm make inquiry for heavy truck tires.

1339. **Marine engines.**—A Dumbarton firm would like to get into touch with exporters of 4 to 5 horse-power marine engines.

1340. **Grass seed.**—A Glasgow firm are large buyers of Canadian timothy, red clover, white clover seed, etc.

1341. **Garden peas, radish, lettuce and other vegetable seeds.**—A Leith wholesale firm are large buyers, both in the United States and in Canada.

1342. **Clover and grass seeds.**—A Leith firm are large buyers of clover and grass seeds.

1343. **Garden peas and beans for seed.**—A Glasgow firm of seed merchants are interested in Canadian offers.

1344. **Canary seed, hemp, etc.**—A Glasgow firm inquire as to the possibility of securing exports from Canada.

1345. **Bolts and nuts.**—A Glasgow firm ask to be placed in touch with large exporters of bolts and nuts.

1346. **Shoe tacks.**—A Glasgow firm ask to be placed in touch with exporters of shoe tacks.

1347. **Household woodenware.**—A Glasgow firm ask to be placed in touch with Canadian exporters.

1348. **Household woodenware.**—A Glasgow firm are interested in household woodenware.

1349. **Industrial alcohol.**—A Glasgow importer is interested in industrial alcohol.

1350. **Chrome ore.**—A Glasgow firm are interested in chrome ore.

1351. **Hickory handles and hickory coupling poles.**—A Glasgow timber firm are open to buy.

1352. **Wire nails, nuts and bolts, etc.**—A Glasgow firm make inquiry for Canadian importations.

1353. **Galvanized barbed wire, fencing wire.**—A Glasgow firm would like to hear from manufacturers of galvanized barbed wire, and black and galvanized fencing wire, in gauges from 6/10. Prices should be c.i.f. Glasgow against sight draft.

1354. **Tinned mattress wire.**—A Glasgow firm would like offers of tinned mattress wire.

1355. **Coppered spring wire for upholsterers' springs.**—A Glasgow firm would like to receive offers in gauges from Nos. 7/12.

1356. **Working and weaving wire.**—A Glasgow firm would like to receive offers of bright annealed tinned and galvanized working wire and weaving wire in gauges from No. 6 up to No. 34.

1357. **Agency, jewellery.**—A Glasgow agent states that he can place cheap lines.

1358. **Agency, boots and shoes.**—A manufacturers' agent is open to represent Canadian firms in Belfast, or the whole of Ireland.

1359. **Hosiery.**—A Belfast agent is anxious to secure Canadian connections.

1360. **Agencies.**—A firm of commission merchants of Antwerp, Belgium, established for thirty years, would like to get into touch with Canadian exporters of grain, seed, oil, feeding stuffs, beans, peas and provisions.

1361. **Fish.**—An Italian firm in the fish trade would be glad to arrange with Canadian fish exporters to act as agents in Italy. They would expect an exclusive agency for the whole of Italy. They claim to have a wide experience, having acted as agents in Italy for many important foreign houses.

1362. **Shafting.**—An important Rotterdam firm is desirous of getting into touch with Canadian manufacturers of bright drawn shafting.

1363. **Shafting, material for bolts and nuts, small tools and small machinery.**—A large Rotterdam importing house of machinery interested in bright drawn shafting, bright drawn material for bolts and nuts, small tools for plumbers and tinsmiths, small machinery for mills, factories, motor-garages, gas-works, repair ships, shipbuilding yards, amateurs, etc., would like to hear from Canadian manufacturers.

1364. **Agencies.**—A Bristol correspondent is seeking agencies for Canadian manufacturers of wire nails, plain and galvanized wire, barbed wire, fencing staples and other hardware lines.

1365. **Lard.**—A London firm are seeking supplies of Canadian lard for shipment to Great Britain and the Continent, and would like to hear from packers in the Dominion.

1366. **Box boards.**—A London firm of timber merchants and importers report a large market for box boards and ask for address of Canadian manufacturers.

1367. **Canned goods.**—Inquiry is made by a London firm of brokers for names of Canadian shippers of canned goods and other produce requiring agents in Great Britain.

1368. **Rolled oats and oatmeal.**—An important London firm invite direct offers from Canadian producers, preferably c.i.f. London, of rolled oats and oatmeal in standard weight bags.

1369. **Strawboard.**—A London firm who deal largely in strawboard wish to get into touch with Canadian manufacturers of the article able to undertake regular export trade.

1370. **Canned fruit, salmon, vegetables, evaporated fruits; also butter boxes.**—A firm in the south of Ireland desire the addresses of Canadian packers of canned fruits, salmon and vegetables, evaporated fruits; also of butter boxes.

1371. **Wrought iron tubing.**—A Manchester company invite quotations from Canadian manufacturers of wrought iron tubing to British weights and standards, $\frac{3}{4}$ -inch to 6-inch diameter.

1372. **Enamelled hollow-ware.**—A Midlands company ask for the addresses of Canadian manufacturers of enamelled hollow-ware.

AUSTRALIAN TENDERS.

Tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Postmaster-General's Department, Melbourne, and the Public Works Department of New South Wales, Sydney, N.S.W.

These tender forms are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 17290).

Tenders, in conformity with the specifications, are to be addressed respectively to the Deputy Postmaster-General, Melbourne, Australia, and to the President of the Tender Board, Department of Public Works, Sydney, Australia. Particulars of the requirements are briefly outlined thus:—

POSTMASTER-GENERAL'S DEPARTMENT.

No.	Date of Closing.	Particulars.
1532.	June 24, 1919.	—50,350 copper jointing sleeves. 8,450 tinned copper jointing sleeves.
1533.	" 24, 1919.	—369 $\frac{1}{2}$ miles covered and braided wire.
1530.	July 1, 1919.	—131 $\frac{1}{2}$ tons galvanized iron wire. Two tons galvanized steel stranded wire.
1534.	" 1, 1919.	—10,470 telephones of various patterns.
1835.	" 8, 1919.	—252 $\frac{1}{2}$ miles assorted covered cables.
1529.	" 8, 1919.	—29 tons 4 cwt. bronze wire (70 lb. per mile). 101 tons 1 cwt. bronze wire (40 lb. per mile).

DEPARTMENT OF PUBLIC WORKS, N.S.W.

19/18-19 W.S. & S.	July 21, 1919.	—51,500 feet steel piping, spigot and socket joints, internal diameter 10 inches, thickness $\frac{1}{2}$ -inch, etc., as specified. 19,700 feet steel piping, same size as above, with plain ends and collar joints, etc., as specified.
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VICTORIAN GOVERNMENT RAILWAYS.

Tender forms and specifications have been received from Mr. C. Hartlett, Acting Canadian Trade Commissioner, Melbourne, for the supply and delivery of an electric capstan required by the Victorian Government Railways, Melbourne, Australia.

These tender forms are open to the inspection of interested Canadian manufacturers at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders, in conformity with the specifications, are to be addressed to the secretary for Victorian Railways, Melbourne, Australia. Particulars of the tender are briefly outlined thus.

No.	Date of Closing.	Particulars.
22381.	August 27, 1919.	—Electric Capstan for handling coal trucks.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

**Empress of Britain*, C.P.O.S. Line, about June 11; *Rimouski*, White Star-Dominion Line, about June 14; *Tunisian*, C.P.O.S. Line, about June 15; *Melita*, C.P.O.S. Line, about June 17; *Canada*, White Star-Dominion Line, about June 21; *Scotian*, C.P.O.S. Line, about June 22; *Minnedosa*, C.P.O.S. Line, about June 27; *Scandinavian*, C.P.O.S. Line, about June 28.

*Sails from Quebec.

MONTREAL TO LONDON.

Montezuma, C.P.O.S.-Furness Line (C.P.O.S.) about June 11; *Canadian Seigneur*, Can. Govt. Merchant Marine, Ltd., about June 15; *Mottisfont*, C.P.O.S.-Furness Line (C.P.O.S.), about June 16; *Batsford*, C.P.O.S.-Furness Line (C.P.O.S.), about July 5.

MONTREAL TO ANTWERP.

Glenspear, C.P.O.S.-Furness Line (Furness), about June 7; *War Beryl*, C.P.O.S.-Furness Line (C.P.O.S.), about July 9.

MONTREAL TO GLASGOW.

Montcalm, C.P.O.S. Line, about June 12; *Holbrook*, C.P.O.S. Line, about June 15.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Turcoman, Dominion Line, about June 12; *Monmouth*, C.P.O.S. Line, about July 12.

MONTREAL TO MANCHESTER.

Manchester Corporation, Manchester Liners, about June 12; *Manchester Hero*, Manchester Liners, about June 19.

MONTREAL TO HULL.

Maplemore, Furness Line, about June 14; *Grampian Range*, Furness Line, about June 16; *Norfolk Range*, Furness Line, about June 27.

MONTREAL TO LEITH.

Cairngowan, Thomson Line, about June 17.

MONTREAL TO DUBLIN.

Lord Downshire, Head Line, about June 25.

MONTREAL TO BELFAST.

Ramore Head, Head Line, about June 15.

MONTREAL TO HAVRE (FRANCE).

Honduras, Canadian-Trans-Atlantique Line, about June 15.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan MacWilliam, Houston Line, about June 15; *Canadian Miller*, Can. Govt. Merchant Marine, Ltd., about July 5.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.
Egori, Elder Dempster Line, about June 10.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).
Waipara, New Zealand Shipping Co., about June 28.

MONTREAL TO BARBADOS, TRINIDAD AND DEMERARA, B.W.I.

Canadian Voyageur, Can. Govt. Merchant Marine, Ltd., about June 14.

MONTREAL TO KINGSTON (JAMAICA) AND CUBA.

Canadian Recruit, Can. Govt. Merchant Marine, Ltd., about June 12.

From St. John.

ST. JOHN TO BERMUDA, ST. KITTS, ANTIGUA, MONTserrat, DOMINICA, ST. LUCIA, BARBADOS,

ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about June 28.

From Vancouver and Victoria.

VANCOUVER AND VICTORIA TO HONOLULU, SUVA (FIJI), AUCKLAND, AND SYDNEY.

Niagara, Canadian-Australasian Royal Mail Line.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

VOL. XX.

JUNE 16, 1919.

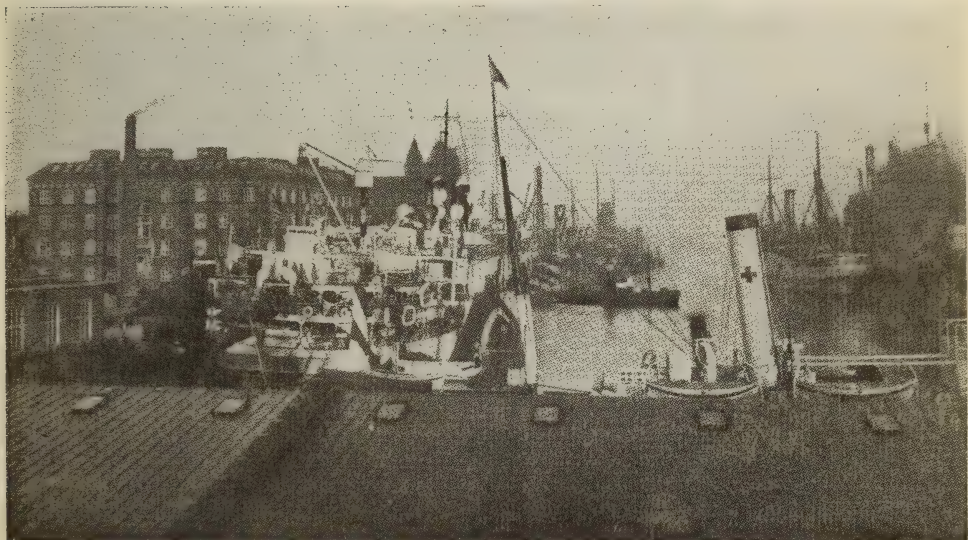
No. 802

WEEKLY BULLETIN

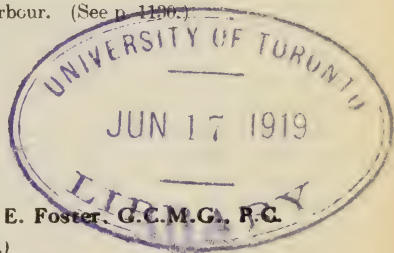
DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



A glimpse of the Free Port Zone in Copenhagen Harbour. (See p. 1190.)



Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, June 16, 1919.

No. 802

VISITS OF CANADIAN TRADE COMMISSIONERS TO CANADA.

It has already been announced that Dr. J. W. Ross, Canadian Trade Commissioner, Shanghai, China; Mr. B. S. Webb, Canadian Trade Commissioner, Buenos Aires, Argentine Republic, and Major G. B. Johnson, the newly appointed Canadian Trade Commissioner for Rio de Janeiro, Brazil, are at present travelling in Canada calling upon manufacturers who wish to see them.

Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, Australia, is expected to arrive in a few days. Mr. J. E. Ray, Canadian Trade Commissioner, Manchester, England, will probably arrive in Canada about the middle of June. Mr. W. J. Egan, Canadian Trade Commissioner, Cape Town, South Africa, is expected to arrive within a week. Mr. W. A. Beddoe, Canadian Trade Commissioner, Auckland, New Zealand, will arrive about the middle of July, and Mr. Harrison Watson, Canadian Trade Commissioner, London, England, about the 15th of September.

Manufacturers wishing to get information from any of these Trade Commissioners should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

THE MARKET FOR MINERALS AND HEAVY CHEMICALS IN THE MANCHESTER DISTRICT.

TRADE COMMISSIONER J. E. RAY.

Manchester, May 22, 1919.—Several letters having recently been received from Canadian firms desirous of studying the requirements of Manchester and district regarding minerals and heavy chemicals, investigations have been conducted among the leading importers. In connection with the cotton and woollen industries of Lancashire and Yorkshire enormous quantities of chemicals are naturally used.

It is learned that there is a demand at the present time for acetate of lime, but it is not so brisk as it will be when trade revives. Keen competition with the United States will have to be met, as they are probably the largest producers exporting to the United Kingdom, and their product is said to be distinctly superior in quality to consignments imported from Canada. The Canadian product has not hitherto been able to make much headway owing to many objectionable characteristics. If it is to command a continuous sale in this district the quality must be equal to the United States product, and it must also be guaranteed that bulk shall be up to the quality of any proved sample submitted.

SULPHATE OF ALUMINA.

Not much hope is entertained among importers that Canada can anticipate large sales to the United Kingdom, as home manufacturers are said to be quite able to meet all demands. Nevertheless, one of the most influential firms in Manchester states that it would interest them to see what Canadian manufacturers can turn out. The qualities in demand are known as 14/15 per cent and 17/18 per cent Al_2O_3 . A most important consideration is freedom from iron. Any exporter anxious to find buyers in Manchester would be obliged to tender an absolute guarantee as to the best, and also as to the freedom from iron. The presence of iron renders the material for most purposes quite useless.

FERRO ALLOYS.

An influential firm is always open to consider offers of the foregoing; but Scandinavian countries are producing these in large quantities and competition would be keen.

MISCELLANEOUS METALS AND CHEMICALS.

Among the various metals and chemicals for which there is a big demand in Lancashire are mispickel, arsenical pyrites, white powdered arsenic, high grade zinc oxides with guaranteed tests of ZnO from 99.7 per cent to 99.95 per cent; all spelter materials, zinc dust, hard spelter, flux skimmings (sometimes called salammoniac skimmings), zinc blende, raw or roasted, and barytes, snow-white colour (to compete with the high-grade Spanish article).

Canadian firms in a position to supply any of the above are requested to send sample, full particulars and prices delivered Manchester (subject of course to any advance in freight rate at time of shipment) to the importer, whose name and address can be obtained by writing to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa (quoting file 22312).

THE MARKET FOR CONDENSED MILK IN THE UNITED KINGDOM.**London and General.**

HARRISON WATSON, CHIEF UNITED KINGDOM TRADE COMMISSIONER.

London, May 13, 1919.—Previous to the war Canada shipped practically no condensed milk to this country because various packers who had looked into the matter found it impossible to compete profitably with the various brands of condensed milk, both sweetened and unsweetened, already on the market, which were imported from Holland, Norway, Switzerland and other foreign countries, apart from the considerable quantity of the article being produced in the United Kingdom itself.

As a matter of fact the United Kingdom was not a very large user of preserved milk as a substitute for fresh milk, because as a rule ample supplies of the latter were readily available. At the same time, sweetened condensed milk of British manufacture was exported to the extent of about half the quantity imported.

The cheapness of the condensed article was one of the attractions, and like most proprietary articles different brands were sold largely as a result of thorough organization, including extensive advertising.

The whole position was of course temporarily altered by the war because there was an immediate demand for preserved goods of all kinds, particularly those where concentration was gained, and with the cutting off of almost all foreign shipments, the gradual reduction of milk supplies, and greatly decreased transportation, there was an acute demand for condensed milk from all sources and at almost all prices.

You will also be aware that in due course the British Government practically assumed control of the condensed milk supplies and fixed a maximum price which fluctuated about 2s. a tin—of course an immense advance on ordinary rates. Although control is gradually being relaxed and the price has dropped somewhat, it is almost impossible to foresee what the course of events will be, and the prospects of profitable Canadian trade in this country must continue to depend upon the price obtainable for the article.

At the present time it is understood that there are plentiful supplies of condensed milk in the country, and at the price which prevailed recently of 10d. a quart, there seemed to be ample supplies of fresh milk almost everywhere. While the lowering of the price to 7d. a quart has temporarily caused a shortage, owing to the action which is being taken by farmers and dealers to express their dissatisfaction, it is pretty clear that with the return of adequate supplies of feeding stuffs, customary quantities of

fresh milk will become available, and this must of course have a marked effect upon both the consumption of condensed milk and the price at which it is sold.

Upon consulting one of the largest concerns handling condensed milk of various kinds, they state that the principal market at the present time is undoubtedly on the continent of Europe, and they are quite unable to express an opinion as to whether the demand in the United Kingdom will continue after control is altogether removed. They, however, suggest that if the Canadian condensed milk is of fine quality and comes into this market to compete with the well known brands which already hold their own, we do not see why there should not be a fairly good sale provided the packers are prepared to advertise on an equal scale to certain well known brands which have become household words in the United Kingdom through wide and persistent advertising.

Before the war almost every brand of continental condensed milk, both sweetened and unsweetened, was sold here, and since then as foreign consignments have been replaced from the United States, American brands of all kinds have been imported here as well as most Canadian.

The tins vary from 12 ounces to 16 ounces.

As in the case of almost all canned goods, importation is made by brokers from whom the trade purchases supplies according to requirements, and in many cases foreign producers maintain either their own office here or their own agent. It would be difficult to carry on regular trade here without the assistance of a resident representative.

Concerning duty, sweetened varieties are taxed because of the sugar contents, and the following are the rates:—

Milk, condensed, sweetened, whole, 10s. 6½d. per cwt.; milk, condensed, sweetened, separated or skimmed, 11s. 8d. per cwt.; milk, condensed, slightly sweetened, whether whole, separated, or skimmed, on the entry for which the importer has declared that the duty on the sugar or other sweetening matter (a) used in the preparation of the goods did not exceed 4s. 7d. per cwt.

(b) The term "sweetening matter" does not include saccharin.

The adoption of Imperial preference fixed by the budget, which is now being debated in the House of Commons, reduces the import duty on the Canadian produced milk.

If Canadian manufacturers of condensed milk intend to place their product on this market by far the best step they can take—and this is really essential—is to send over a qualified representative to inquire into the whole position, call upon brokers and dealers, and ultimately make definite arrangements with some firm or firms as commend themselves, resulting from the experience gained during the investigation. The Department of Trade and Commerce has on file the addresses of the principal importers of canned goods in the leading cities of the United Kingdom, and we should be glad to place any representative who might come over in touch with those in London.

Manchester District.

TRADE COMMISSIONER J. E. RAY.

Manchester, May 28, 1919.—It would not be possible to define the number of brands of condensed milk on the market in this area because the Government control has handled so many brands. I understand that firms in this district receiving say 20 cases would get five or six different brands. On another occasion they would receive brands of which they had never heard before. Now that control has ceased, however, it is generally believed that Dutch skimmed milk and the best British will be the dominating lines.

The sizes of tins in general use are 16 ounces, but I understand that 8-ounce tins would be welcomed by the consumer.

American full cream 16-ounce tins sells at 36s. 6d. per case, while the price of the best British would be about 44s. per case. The retail price of American is 11d. per tin and the best British 1s. 1d.

The price of fresh milk varies slightly in particular areas, but the price in Manchester and district is 2s. per gallon.

A diversity of opinion exists regarding the condition of the fresh milk trade, some maintaining that there is a slight shortage and others that ample supplies are in existence.

This business is best handled by responsible agents in the big centres of the United Kingdom who would control an area of twenty or forty miles. This is probably a better plan than to have one agent situated in either London or Liverpool. Better results would be forthcoming if eight or ten agents were located at various points in the United Kingdom.

I can suggest a good firm in Manchester to handle this product and, if necessary, my recent experience in Birmingham would enable me to suggest a firm in that city.

The basis of selling is I believe 5 per cent.

NOTE.—A report on the same subject by Trade Commissioner Norman D. Johnston, Bristol, appeared in *Weekly Bulletin* 801 (page 1078).

TRADE OF JAPAN IN 1918.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, March 28.—The total trade of Japan during the year 1918 amounted to *yen 3,630,244,501, as compared with yen 2,638,819,155 in 1917, and yen 1,883,896,028 in 1916. If we take the pre-war year 1913, this is a gain of yen 2,268,352,644 or about 166 per cent.

The balance of trade was favourable to Japan by yen 293,956,835, as exports amounted to yen 1,962,100,668 and imports to yen 1,668,143,833. This balance, although most creditable, was a big decrease as compared with the year 1917, when there was an increase of exports over imports of yen 567,183,941. The cause for this variation was the fact that imports were much heavier in 1918 (yen 1,668,143,833) as compared with the previous year (yen 1,035,811,107)—an increase of yen 632,332,726. On the other hand, although exports were more in 1918 (yen 1,962,100,666) than in 1917 (yen 1,603,005,048), the increase only amounted to yen 359,095,620.

INCREASE IN EVERY DIVISION.

It will be seen by going down the list of imports, as shown in the statistics following, that there was an increase in the imports of all commodities with the exception of potteries, glass and glass manufactures, which lines the Japanese are manufacturing quite extensively themselves now.

Imports into Japan.

The increase in imports was noticeable particularly in food products, where, on account of the shortage of food, rice to the value of yen 89,755,678 was imported as compared with yen 6,513,373 in 1917. Wheat also made a big gain, being yen 9,940,529 in 1918 as compared with yen 666,289 for the previous year. There were also large increases made in the import of soya beans, ground nuts, wheat flour, linseed and other grain. Sugar and confectionery to the value of yen 33,693,845 was imported last year, as compared with yen 11,830,721 for the year 1917.

There was a gain made in the imports of salted salmon. Prior to the war, salted salmon was imported into Japan to the value of yen 500,000, of which Canada sup-

* 1 yen = 53 cents, approximately, at present exchange.

plied about one-half. But owing to the inflation of prices and the high cost of freights during those few years, this gradually fell off, although it increased a little last year again. In 1913 considerable quantities of salted herrings were imported, but this fish is not mentioned now in the official returns, so presumably is included in the division "*all other fish*," which as will be seen, made a considerable advance in 1918 over previous years. It is to be supposed, if the prices of Canadian salted fish go down to anything like normal, that the imports of this fish will gradually increase again, in spite of the increased catches made by the Japanese during the last two years. Of course a great deal depends on the season's catch, for if the decrease is large, there will be a big demand for imported fish.

DYES AND CHEMICALS.

There was an increase of over yen 2,000,000 in imported dyes and chemicals. In this connection, it may be of interest to Canadian manufacturers of dyes to know that a sample collection of the dyes manufactured and used in Japan, has been sent to the Department of Trade and Commerce, Exhibits and Publicity Bureau, where any who are interested may examine and obtain information as regards prices, etc.

PAPER AND PAPER PULP.

Of the 64,443,405 pounds of paper pulp imported into Japan during 1918, Canada sent direct some 40,422,800 pounds, while it is to be presumed that a good quantity of that coming from the United States exporters was of Canadian origin. Only yesterday the writer was down on the Yokohama Customs quays where he noticed half a large warehouse full of Canadian pulp, but which had been exported by an American firm in New York. It would help considerably to build up Canadian trade and also to establish Canadian prestige in the Japanese markets, if Canadian manufacturers would ship their goods direct through a Canadian organization entirely.

SMALL INCREASE IN IMPORTS OF GRINDSTONES AND ASBESTOS.

There was an increase in the imports of abrasives amounting to yen 355,354 over the previous year. While there are large quantities of artificial grinding wheels coming in, there is also much abrasive material imported, which is manufactured into wheels by Japanese factories.

ASBESTOS.

The quantity of asbestos imported was a little larger than in 1917, although in value there was a slight decrease. This was probably accounted for by the fact that more second-grade material was imported than in the previous year. Japanese plants are manufacturing almost every kind of asbestos product now, and are even exporting same, so that there will always be a good demand in Japan for Canadian raw material. Here again is a case where the United States gets the credit for shipping something which originated in Canada. In 1917 the Japanese official returns show that Canada shipped asbestos to Japan in lump, powder and fibre, to the value of yen 210,964, as compared with shipments from the United States totalling yen 1,820,937. And yet Canada is responsible for 80 per cent of the world's total production and has direct rail and steamship connections between Thetford Mines and Yokohama. This condition of affairs should be worth while looking into by Canadian producers.

ORES AND METALS.

There was a very large increase in the imports of iron ore, most of which came from China. Japan has no deposits of iron ore within her own territory to speak of, and therefore is compelled to rely entirely on foreign sources for supplies. She is endeavouring to obtain as much as possible from China, where she already controls the output of some of the largest mines.

It will be seen that the increase in imports of all kinds of iron and steel commodities amounted to over yen 100,000,000. As the general trend of opinion in the Japanese business world was that the war would last another twelve or fifteen months at least, large orders were placed in America and elsewhere for iron and steel for present and future delivery at prevailing prices, which were very high at that time. Thus resulted big increases in all items under this heading.

When the armistice was signed there was naturally a "landslide" in the iron and steel markets here. Prices dropped and Japanese firms had all this material on order in America for future delivery. This steel is now arriving by every boat, so that it can be seen piled high on all the wharves.

LEAD AND ZINC.

Most of the lead and zinc ores come from Australia, which country exported these ores to the value of yen 3,667,941 in the year 1918. This was, however, a big decrease as compared with 1917 and 1916. But if Canadian firms can compete with Australia, there will no doubt be some market here when the supplies on hand at present become short. It is said that the Australia lead (Broken Hill Proprietary lead) is preferred because of its softness.

NAILS, RIVETS, SCREWS, BOLTS.

Imports under this heading increased greatly, due no doubt to the extensive building operations that were being carried out before the armistice. While the demand is not great at the present time, the Canadian Trade Commissioner would be glad to receive samples and price lists from firms able to export. Prices should be f.o.b. Vancouver, or preferably c.i.f. Yokohama. The nail used in Japan has the checkered head and is the only kind suitable to this market.

VEHICLES AND VESSELS.

In 1918 there were 1,653 automobiles imported into Japan, as compared with 860 in 1917 and 218 in 1916. Practically all these cars came from the United States, and more would have been imported if they were to be obtained. As a result many orders placed before the armistice have since been filled, and every boat now arriving brings its quota of automobiles. Many of those who ordered these cars have become financially depressed since the armistice, and it is said that at the present time there are some hundreds of cars on the Yokohama customs wharf waiting to be claimed. These cars are for the most part lying out in the open with no protection from the frequent Japanese rains, and as many of the cases are broken it is to be expected that the cars will be found rusty and in very bad condition when they are opened up.

CYCLES.

Under this heading are included both motor-cycles and bicycles, and it seems almost impossible to get the returns for each respectively. But as bicycles are being manufactured here extensively, and are now being exported, it is to be presumed that the total is almost entirely made up of motor-cycles, many of which are now being imported into Japan. Although the Japanese are making bicycles, many of the parts needed are imported from abroad. These formerly came from Great Britain for the most part, and also the United States and Germany. Such articles as spokes and nipples, coasting brakes, and bicycle chains are often inquired for, and if Canadian firms will send samples and prices they will be shown to importers here. The chief competition at present is from the United States.

MACHINERY.

During the past two years nearly all the foreign machinery has been coming from the United States, as it was the only place where there was any possibility of getting

same. Owing to many factory buildings being constructed, and the establishment of new plants and shipyards, there was a big demand for machinery of all kinds, but principally heavy duty machinery. Of late the demand has fallen off considerably owing to overstock. It is said that there have been a few Canadian heavy milling machines and lathes come in for use in certain Japanese shipyards. These were exported by a New York concern and have been giving good satisfaction.

LUMBER.

Considerable quantities of red cedar are imported into Japan, as will be noticed from the figures given in this report. It usually comes in square cut logs ready for immediate use, without treatment except for slight planing. The squares must not be under 5-inch by 5-inch and not shorter than 10 feet. Before the armistice there was a strong demand for Douglas fir for shipbuilding. It was imported in heavy timbers of 20 feet to 40 feet long and 18 inches to 24 inches square. Most of the imports were from the Pacific Coast States of America. But there is no reason why British Columbia lumber should not fill the demand if our producers can give as attractive terms.

Imports into Japan for the Years 1916, 1917, and 1918.

The following tables will be of interest in showing the total imports into Japan under various headings for the years 1916, 1917, and 1918:—

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Grains, Flours, Starches and Seeds—</i>			
Total..	141,314,804	27,617,150	19,579,952
Rice..	89,755,678	6,513,373	3,087,616
Malt..	1,422,002	2,026,163	848,967
Wheat..	9,940,529	666,289	1,356,088
Wheat flour..	1,286,639	58,990	94,739
<i>Sugar and Confectionery—</i>			
Total..	33,693,845	11,830,721	13,133,651
Sugar..	33,525,453	11,697,275	12,978,655
Grape sugar, malt sugar, molasses, and the like..	50,451	8,329	11,604
Confectionery..	117,480	122,709	136,712
<i>Alcoholic Liquors—</i>			
Total..	2,115,843	1,183,051	935,809
Whisky..	336,551	242,285	168,848
<i>Beverages and Comestibles—</i>			
Total..	11,525,284	5,322,968	3,927,407
Salted salmon..	99,399	38	71,889
Other..	872,882	138,016	74,076
Butter..	6,181	16,401	27,868
Condensed milk..	1,436,372	1,390,302	1,037,508
Fresh eggs..	191,867	104,787	110,806
<i>Skins, Hairs, Bones, Horns, Teeth, Tusks, Shells, and Manufactures thereof—</i>			
Total..	28,583,708	16,545,678	18,447,686
Hides and skins of bull, ox, cow and buffalo..	6,757,972	3,773,698	8,040,168
Sole leather..	593,413	183,747	425,133
Roller leather..	325,286	208,174	328,814
Leather waste..	222,057	131,684	203,420
Leather manufactures—			
Belts, belting and hoses for machinery.	71,546	71,228	59,951
Sweat leather for hats..	585,397	292,513	208,901
Bones, animal..	3,369,007	2,893,774	1,337,326
<i>Drugs, Chemicals, Medicines, Compounds or Pre- parations thereof, and Explosives—</i>			
Total..	77,963,429	64,957,475	55,429,809
Hops..	461,034	497,580	353,708
Glue..	422,539	358,391	968,383
Phosphorous, yellow..		56,932	151,774
Phosphorous, red or amorphous..	127,276	246,587	218,952

IMPORTS INTO JAPAN.—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Drugs, Chemicals, etc.—Con.</i>			
Boric acid.....	341,470	220,445	394,093
Oxalic acid.....	348,643	50,468	180,152
Tartaric acid.....	357,498	419,787	167,082
Salicylic acid.....	1,238,344	196,077	221,698
Carbolic acid.....	3,106,097	4,748,864	3,722,485
Citric acid.....	49,057	124,673	69,944
Caustic soda, crude.....	3,256,537	6,408,694	2,939,498
Soda ash.....	11,405,021	6,964,120	3,698,440
Bicarbonate of soda.....	690,265	307,202	394,066
Peroxide of soda.....	18,266	61,511	60,330
Nitrate of soda, crude.....	11,294,611	9,724,626	6,184,862
Borate of soda.....	448,680	556,362	702,889
Cyanide of soda.....	1,098,399	323,953	279,696
Cyanide of potash.....	412,588	493,030	1,025,947
Nitrate of potash.....	304,166	52,253	79,270
Chlorate of potash.....	64,226	154,943	1,761,960
Bichromate of potash.....	222,972	499,725	734,234
Bromide of potash.....	521	15,394	16,080
Alum.....	2,808	25,435	125,316
Subnitrate of bismuth.....	13,288	47,800	35,013
Chloride of ammonium.....	51,121	186,722	250,689
Sulphate of ammonium, crude.....	306,967	2,862,608	1,199,273
Carbonate of ammonium.....	85,459	281,800	156,202
Acetate of calcium.....	214,371	62,248	204,839
Alcohol.....	2	621	1,361
Formalin.....	323,662	179,641	342,656
Glycerine.....	601,546	557,138	665,665
Milk sugar.....	555,862	31,836	175,530
Antifebrin.....	290,164	121,280	253,937
Antipyrin.....	144,934	90,566	55,808
Santonin.....	216,974	103,320	259,533
Quinine, hydrochlorate of and sulphate of.....	569,020	571,518	408,062
Morphine, hydrochlorate of and sulphate of.....	3,478,868	5,077,841	3,850,812
Cocaine, hydrochlorate of and sulphate of.....	827,091	955,318	577,825
Carbonate of guaiacol.....	11,719	2,491	9,039
Aniline salt.....	131,508	9	—
Alcoholic medicinal preparations (except tincture of opium).....	271,141	164,539	139,289
Aromatic chemicals.....	226,629	53,121	104,564
Tooth powders and other prepared perfumeries.....	122,833	94,336	145,328
<i>Explosives—</i>			
Dynamite.....	2,473,361	1,157,942	1,922,443
Detonators.....	.....	.....	57,566
<i>Oils, Fats, Waxes and Manufactures thereof—</i>			
Total.....	33,312,960	19,458,006	17,385,676
<i>Mineral oils—</i>			
Crude.....	207,929	498,564	410,909
Petroleum, benzine.....	2,478,307	583,507	309,262
<i>Illuminating oils—</i>			
Oil, kerosene or petroleum, in can.....	4,190,800	2,273,239	2,596,830
“ “ of petroleum, other.....	4,346,815	3,031,682	2,974,118
“ mineral, colza.....	116,055	232,220	94,934
Other.....	948,410	352,370	604,649
Other.....	3,564,605	1,395,720	1,453,823
<i>Soaps—</i>			
Perfumed.....	122,087	78,050	102,279
Other.....	18,647	37,213	36,259
<i>Dyes, Pigments, Coatings and Filling Matter—</i>			
Total.....	22,002,199	9,299,894	8,481,826
Indigo, dry, natural.....	3,926,342	281,582	544,307
“ “ artificial.....	624	11,409	123
Logwood extract.....	1,999,085	1,102,847	349,462
Aniline dyes.....	11,090,003	4,503,963	3,382,590
Other coal-tar dyes.....	148,018	32,023	54,994
Oxide of cobalt.....	380,913	282,022	206,186
White lead, red lead, and litharge.....	5,339	4,853	62,918
White zinc.....	52,449	10,317	131,152
Carbon black.....	533,684	176,669	254,181
Lacquer.....	1,361,955	933,402	766,025

IMPORTS INTO JAPAN.—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Dyes, Pigments, Coatings and Filling Matter.—Con.</i>			
Varnishes.. . . .	150,335	313,908	278,081
Pitch and asphalt.. . . .	122,752	117,350	138,004
Shoe polishes.. . . .	29,357	52,573	38,872
Pencils, cased with wood or paper.. . . .	110,686	89,491	30,870
Inks.. . . .	252,658	152,196	226,192
Paints.. . . .	242,622	331,336	531,402
<i>Yarns, Threads, Twines, Cordages, and Materials thereof—</i>			
Total.. . . .	617,438,421	410,867,016	326,660,220
Cotton, in the seed.. . . .	1,820,526	1,022,493	1,610,897
" ginned.. . . .	513,738,463	329,953,588	274,477,777
" yarns.. . . .	892,943	552,335	253,397
" twines and cotton threads.. . . .	337,570	436,821	322,238
Hemp, jute and manila hemp.. . . .	19,709,339	16,722,017	8,156,390
Linen yarns.. . . .		8,706	12,959
<i>Sheep's wool—</i>			
Tops.. . . .	11,004,661	12,326,940	8,447,822
Other.. . . .	49,141,496	39,785,547	25,058,877
<i>Woollen or worsted yarns—</i>			
Worsted.. . . .	241,306	769,200	1,448,260
Other.. . . .		3	2,132
Mixed yarns of cotton and wool.. . . .	9,991	66,234	29,086
Cocoons.. . . .	3,197,832	1,368,688	1,370,837
Wild silk.. . . .	7,519,755	2,570,757	2,313,131
Artificial silk.. . . .	390,751	705,815	145,192
Fishing gut.. . . .	158,444	149,898	203,429
<i>Tissues, and Manufactures thereof—</i>			
Total.. . . .	24,659,916	14,674,530	12,817,399
Tissues of cotton.. . . .	5,701,326	3,090,313	4,079,205
" flax, hemp or jute.. . . .	826,205	831,329	631,092
" wool.. . . .	6,646,874	4,533,841	2,926,253
<i>Clothing and Accessories thereof—</i>			
Total.. . . .	1,346,201	923,794	705,071
<i>Undershirts and drawers—</i>			
Knitted, of wool, or wool and cotton.. . . .	208,697	110,541	98,460
Other.. . . .	60,655	50,530	22,050
Gloves.. . . .	24,482	23,257	24,958
Stockings and socks.. . . .	77,060	38,727	39,627
<i>Hats and hat bodies, caps—</i>			
Hats, of felt.. . . .	378,126	339,427	210,704
Hat bodies of felt.. . . .	50,026	16,893	22,874
<i>Boots, shoes, slippers, sandals, clogs and the like—</i>			
.. . . .	161,986	65,227	91,997
Buttons.. . . .	27,008	18,640	27,026
Buckles, hooks and eyes.. . . .	56,911	81,521	41,932
Jewellery for personal adornment.. . . .	24,392	36,541	17,883
<i>Papers, Paper Manufactures, Books and Pictures—</i>			
Total.. . . .	17,765,463	8,420,256	16,240,241
Pulp for papermaking.. . . .	6,835,583	2,800,741	9,017,719
<i>Printing paper—</i>			
Fifty-eight grammes per square metre and under.. . . .	1,040,073	50,595	144,844
Other.. . . .	2,898,428	805,529	2,004,946
Writing paper.. . . .	578,879	376,913	526,719
Drawing paper.. . . .	118,023	78,954	121,642
Packing paper.. . . .	2,012,917	931,448	929,163
Match paper.. . . .	68,869	48,635	113,183
Pasteboard or cardboard.. . . .	912,198	311,319	511,140
Imitation Japanese paper and tissue paper.. . . .	251,008	281,117	543,278
Imitation parchment, paraffin paper and wax paper.. . . .	441,971	476,421	434,418
<i>Other papers—</i>			
Fancy paper.. . . .	574,967	438,510	190,319
Other.. . . .	498,157	238,297	307,816
<i>Papers for photographs—</i>			
Bromide and platinum paper.. . . .	442,265	320,259	281,520
Other.. . . .	80,816	97,409	115,877
Emery paper.. . . .	15,532	20,097	9,238
Printed books, copy books, drawing books, and periodicals.. . . .	638,194	852,813	327,661
All other manufactures of paper and pulp.. . . .	337,577	231,199	160,758

IMPORTS INTO JAPAN.—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Minerals, and Manufactures thereof—</i>			
Total.....	30,866,877	21,989,789	10,386,076
Mineral substances for grinding or polishing.....	306,079	158,598	127,173
Metal polishes.....	161,492	192,478	105,264
Grindstones or whet-stones, artificial..	538,793	183,439	100,453
Precious stones.....	2,340,998	1,414,410	604,278
Asbestos and manufactures thereof—			
In lump, powder or fibre.....	1,606,930	2,271,144	820,227
Other.....	398,971	245,954	235,815
Gypsum.....	190,251	136,894	97,416
Coal.....	15,763,704	9,038,383	4,236,414
<i>Potteries, Glass and Glass Manufactures—</i>			
Total.....	2,758,891	3,090,877	2,543,806
Fire-bricks.....	220,366	496,155	208,213
Sheet glass.....	110,917	253,060	881,793
Plate glass.....	1,211,797	1,334,310	575,570
<i>Ores and Metals—1. Iron—</i>			
Total.....	310,391,445	209,699,567	91,410,129
Ore, iron.....	9,673,879	2,459,128	1,671,740
Iron—in lumps, ingots, blooms, billets, and slabs—			
Pig-iron.....	59,092,337	23,848,509	13,794,302
Spiegeleisen.....	1,193	190,107	88,579
Ferro-manganese.....	408,128	195,171	583,146
Ferro-silicon and silico-spiegeleisen..	155,964	151,944	458,763
Ferro-chrome and other non-malle- able iron alloys.....	100,321	334,549	203,561
Ingots, blooms, billets, and slabs..	4,348,445	515,008	1,522,465
Keg steel and bamboo steel.....	1,532	752	67,193
Bars, rods, T-angle, and the like..	84,221,802	46,369,428	22,507,892
Wire rods.....	8,794,449	6,930,644	4,076,082
Plates and sheets not coated with metals.....	78,409,546	91,715,545	22,741,948
Plates and sheets, galvanized.....	1,122,158	1,406,720	1,158,563
Plates and sheets, other.....	20,861,342	11,846,111	10,543,169
Wire, not coated with metals.....	1,906,530	1,303,050	625,998
galvanized.....	7,560,156	2,858,755	4,324,365
Ribbons.....	863,076	242,284	579,342
Bands and hoops.....	1,902,601	1,243,162	594,116
Wire rope and twisted wire.....	42,802	170,218	183,339
Pipes and tubes.....	13,775,683	8,805,900	3,434,544
Waste and old.....	16,746,351	5,912,857	2,103,524
<i>Ores and Metals—2. Others—</i>			
Total.....	48,106,678	54,712,591	59,417,436
Ores (except iron)—			
Other.....	5,426,750	4,326,833	14,490,636
Lead.....	385,410	2,515,063	
Zinc.....	4,882,413	7,823,279	
Antimony.....	.....	530,465	
Platinum.....	54,719	319,345	727,605
Aluminium.....	1,678,522	2,694,803	2,043,760
Copper.....	761,528	3,894,827	2,096,590
Lead, ingots, etc.....	15,054,999	6,160,384	8,021,651
Tin, ingots, etc.....	8,312,753	3,805,723	1,818,926
Zinc, ingots, plates, etc.....	3,136,765	3,178,910	3,283,520
Nickel, ingots, etc.....	1,470,797	1,186,709	2,197,077
<i>Metal Manufactures—</i>			
Total.....	33,351,118	18,124,093	10,664,819
Nails, rivets, screws, bolts, nuts and the like (iron nails not coated with metals).....	5,809,526	2,530,252	4,202,521
Iron screws.....	962,444	696,871	432,928
bolts, nuts and washers.....	1,548,768	233,320	185,620
rivets.....	450,221	262,956	179,290
Materials for railway construction—			
Rails.....	14,941,164	8,814,151	440,883
Posts and parts thereof, and materials for suspending electric lines.....	16,385	9,037	4,296
Materials for construction of buildings, bridges, vessels, docks, etc.....	1,026,701	365,905	437,113
Insulated electric wires—armoured with metals.....	14,292	2,984	1,296,251

IMPORTS INTO JAPAN.—*Continued.*

	Yen. 1918.	Yen. 1917.	Yen. 1916.
<i>Metal Manufactures.—Con.</i>			
Iron anchors..	258,943	326,741	199,544
" chains..	823,433	915,496	960,021
Cocks and valves..	91,964	162,571	75,332
Hinges, hat-hooks and metal fittings for doors, windows, furniture, etc..	285,764	91,627	42,315
Mechanics' tools, agricultural imple- ments, and parts thereof..	1,283,838	648,437	246,300
Drills, bits, reamers and screws, taps..	885,100	220,337	231,595
Cutlery..	37,111	35,892	23,922
Capsules for bottles..	39,807	15,197	38,246
Needles and pins..	152,095	88,847	93,251
Pens (except gold)..	182,359	80,859	118,083
Stoves and radiators..	144,154	88,937	22,668
Typewriters and parts thereof..	326,792	253,593	141,326
<i>Clocks, Watches, Scientific Instruments, Firearms, Vehicles, Vessels and Machinery—</i>			
Total..	78,570,033	47,127,917	31,292,107
Clocks and watches..	1,533,381	2,182,478	1,341,150
Scientific instruments and firearms..	2,698,345	2,036,562	1,292,446
Vehicles, vessels, etc.—			
Automobiles..	4,524,953	1,569,640	386,797
Parts of automobiles..	3,136,858	1,097,961	326,688
Cycles..	277,104	122,684	91,985
Parts of cycles..	1,224,743	592,473	406,548
Steam vessels..	3,453,015	7,103,661	10,814,549
<i>Machinery—</i>			
Steam boilers and parts and acces- sories thereof..	7,535,270	2,711,613	1,367,147
Fuel economizers..	131,422	171,890	119,004
Locomotives and tenders..	398,397	111,969	120,444
Steam locomotives, portable engines and steam road-rollers..	7,502	.....	6,010
Steam turbines..	275,340	164,404	29,688
" engines..	563,330	398,980	232,176
Gas engines, petroleum engines and hot-air engines..	505,456	262,804	179,908
Water turbines and pelton wheels..	82,324	305,646	115,245
Dynamos, electric motors, transform- ers, converters, and armatures..	3,061,379	1,129,644	391,958
Dynamos combined with motive ma- chinery..	485,435	583,891	441,897
Other motive machinery..	455	.....	—
Cranes..	511,488	545,587	49,906
Capstans and other winding machines..	375,204	179,385	227,958
Gas compressors..	1,029,119	415,081	339,981
Sewing machines..	2,948,533	1,001,533	790,079
Parts and accessories of sewing machines..	140,314	66,624	58,101
Pumps..	839,810	556,780	251,571
Blowing machines..	190,841	146,298	162,421
Hydraulic presses..	248,274	10,690	217,653
Pneumatic tools..	735,221	394,746	218,218
Metal or woodworking machinery..	6,641,793	3,452,183	1,783,414
Spinning machines..	8,557,833	4,791,486	2,408,542
Weaving looms..	657,753	521,431	88,278
Tissue finishing machines..	29,468	53,756	62,559
Knitting machines..	151,487	138,204	29,550
Papermaking machines..	1,120,470	495,997	292,463
Icemaking machines..	15,720	64,270	45,661
Printing machines..	239,420	46,825	24,151
All other machinery..	5,919,243	4,090,726	2,593,394
Parts of machinery—			
Iron wheels..	191,413	84,077	53,117
Rollers..	706,454	401,397	340,131
Milling cutters, gear cutters and saws for machinery..	1,207,234	362,298	266,199
Iron spindles for spinning or twisting yarn..	112,002	60,717	68,624
Card clothing..	1,520,655	509,433	314,809
Endless felts for papermaking..	2,633,351	737,403	432,395
Endless metal nets for papermaking..	691,572	317,952	221,393

IMPORTS INTO JAPAN.—*Continued.*

	Yen. 1918.	Yen. 1917.	Yen. 1916.
<i>Miscellaneous Articles—</i>			
Total	133,454,121	77,399,232	49,560,824
Wood (pine, fir and cedar)—			
Cedar	330,062	267,493	388,934
Other (A)*	321,173	248,696	149,573
Other (B)	7,402,475	2,820,068	833,956
Filaments for incandescent lamps	319,767	415,520	620,406
Carbon for electric lamps	275,163	226,607	189,716
Wood manufactures	114,450	64,656	76,414
Tarred felts, tarred paper, and the like.	458,858	391,796	161,857
Manufactures of india-rubber, or gutta-percha—			
Dental rubber	108,194	98,953	99,950
Plates, sheets and tubes	289,418	173,296	142,103
Threads, strips, bands, and washers.	205,303	125,828	173,167
Toys	59,550	43,942	42,091
Wheat bran	3,737,137	736,489	399,586

NOTE.—“A” not exceeding 65 millimetres in thickness.

“B” other cedar, pine and fir.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Trade of New South Wales.

Sydney, May 8, 1919.—Business in the State of New South Wales is in a very disorganized condition. The principal cause of this is the outbreak of influenza in Sydney. This, combined with the spread of the disease to some of the country districts, has impelled the Government to place many restrictions on the actions of traders and others, the result being that serious business complications have resulted.

Theatres have been closed, the annual show of the Royal Agricultural Society, which during Easter each year is the cause of much trade, has been abandoned. Other restrictions, such as the regulation of travelling, and the prohibition of sports and other meetings, have added to the general disruption.

During the last two months a considerable amount of freight has been brought into port and prices as a consequence have been much affected. There are, however, a good many holders of stocks bought at high prices, who are in a position to hold, and apparently intend to do so until the last moment. Signs are not wanting that weaker holders are parting rather hurriedly with their accumulations.

Notwithstanding all these conditions the prices of a number of commodities are not decreasing as they might be reasonably expected to do.

New South Wales Government Housing Scheme.

For various reasons such as the high cost of building material, the scarcity of labour during the war period, the difficulty of obtaining advances on buildings, the higher rate of interest, and last, but not least, the operations of the Fair Rents Act, house accommodation in the city of Sydney and suburbs has for some time been very difficult to obtain. Now that the soldiers are returning in large numbers the difficulty has become more accentuated, and to overcome the difficulty the State Government has just announced the details of a new housing scheme.

Six hundred houses are to be erected forthwith in a series of modern villages, each house containing from three to five rooms. They will be made available by ballot to purchasers, who will pay off their purchase in twenty-five years by weekly payments. Those successful in the ballot will be financed by the Housing Board. The required advances will be made by the State Government Savings Bank to persons

approved by the Housing Board desirous of purchasing property already built and who are able to deposit the sum of £50. This portion of the scheme is to provide for persons desiring to live at places other than at the contemplated Government villages.

The schemes above described will only be available to persons earning not more than £400 per annum.

Tobacco Growing in New South Wales.

The possibilities of tobacco growing in the state have been quite well known for some years, but attempts at growing have been somewhat spasmodic.

During last season experiments were conducted at the Bathurst State farm (140 miles from Sydney), and proved eminently satisfactory notwithstanding the trying seasonal conditions experienced. The crop was irrigated about every two weeks and the variety chosen is known as White Burley.

New South Wales Mineral Output for 1918.

War prices for most metals made the New South Wales mineral output for 1918 a record so far as value is concerned. The production totalled £14,391,981, which was £1,439,262 better than 1917, the State's previous best.

There was also a small recovery in the gold won—87,145 ounces, valued at £369,473, as compared with 82,171 ounces valued at £349,038 in the year 1917. Most of the gold now obtained is extracted from copper ore in its treatment. Of the £696,580 worth of copper produced, £501,685 was obtained from the Great Cobar copper mine, which, owing to the reduced price of copper and labour troubles, has been closed down for the present.

Tin gave £548,876 in 1918, compared with £373,696 in 1917.

The output of the silver lead mines was £5,712,138, being an increase of £600,000 over the previous year.

The aggregate mineral production of the State now totals £300,499,184, of which coal has provided the major part of £92,721,420, silver-lead £86,235,094, gold £62,368,521, copper £14,988,804, zinc £13,000,000, and tin £11,511,880.

The coal trade of the State has of course been considerably interrupted during the war period, foreign exportation having almost entirely ceased owing to the cost and difficulty of obtaining freightage. Business relations with foreign buyers have, however, again been assumed, but labour troubles which are at present looming, appear as if they would cause another interruption to trading relations.

Average Value per Bale of Wool in Australia during Four War and Pre-War Years.

Following is the average value per bale during the war period:—

	£	s.	d.
1914-15	12	15	7
1915-16 (partly under British purchase)	16	10	10
1916-17 (under British purchase)	21	12	8
1917-18 " " " " " " " "	22	8	5

For the pre-war period the average value per bale was:—

	£	s.	d.
1910-11.. .. .	12	10	4
1911-12.. .. .	11	15	5
1912-13.. .. .	13	13	1
1913-14.. .. .	13	4	11

Wool Sold and Appraised in Australia.

As the following figures show, the largest quantity of wool is disposed of in the Sydney market as compared with other towns in Australia:—

	1917-18. Bales.	1918-19. Bales.
Sydney	753,203	868,483
Melbourne	385,921	476,082
Geelong	134,464	142,509
Brisbane	276,268	276,022
Adelaide	151,498	209,361
West Australia	103,772	140,745
Tasmania	48,500	17,805
	1,853,626	2,131,007

Meat Prices in New South Wales.

SYDNEY, May 8, 1919.

The New South Wales State Government has just appointed a meat board consisting of a chairman, a producers' representative, and a consumers' representative.

The object aimed at in appointing the board is to grapple with the problem of ensuring regular supplies of meat to the public at the lowest possible price consistent with the interests of the producer. Hitherto between the price paid to the producer and the price paid to the consumer there has been a margin of seemingly unjustifiable dimensions.

The provision for the representation of both the producers and the consumers on the board is designed as a guarantee that there shall be no exploitation on either side.

The abattoirs are owned and run by the State Government and producers will have the alternative of sending stock direct there—which they have not hitherto been allowed to do—or, as at present, through agents.

One of the most important reforms will be that retail shops are to be licensed, and such license may be refused, suspended, or cancelled, if it is proved that the retailer is charging excess profits over the cost price.

The board will also have power to purchase directly either on consignment or at the station, and to lay aside in cold storage whatever stocks are required to supplement supplies in times of scarcity, and it is anticipated that this method will be of great assistance in regulating prices.

Papuan (New Guinea) Oil Prospects.

An official statement has been published that the British Government has, after protracted consideration, assented to the proposal that it should co-operate with the Commonwealth Government in the testing of the Papuan fields, financially and in other directions.

A working agreement has been drawn up. Each government is to contribute the sum of £50,000 to the cost of testing certain areas, and the new scheme is expected to become operative immediately. The British authorities are to send out experts to assist in testing.

The sum of £60,000 has already been spent by the Commonwealth Government in proving the existence of oil, of which 2,000 gallons have been obtained.

Taxation in New South Wales.

The total taxation per head in the State of New South Wales in the years 1910-11 was at the rate of £5 14s. 3d. per head of the total population. For the financial years of 1910-11 it was at the rate of £10 0s. 3d. per head. These amounts do not include very heavy increased charges on the railway and tramway lines which are entirely controlled by the State.

Freights from Pacific Coast to Australia.

The Sydney Chamber of Commerce is moving in the direction of endeavouring to obtain lower freights from the Pacific Coast and is urging the Commonwealth Government to make representations to that effect to the Canadian and United States Governments.

Establishment of Nail Works at Newcastle, N.S.W.

Owing to the establishment of the Broken Hill Proprietary Company's steel works at Newcastle (60 miles from Sydney) a nail works, which has been operating for some years at Melbourne, will shortly be transferred to Newcastle, and operations carried out on a more extensive scale. The buildings will cover two acres and the electrical equipment of the works will total 1,000 horse-power in motors.

The products of the company, in addition to wire nails, will include black and galvanized fencing wire; tinmen's wires, wire for wire netting, galvanized, tinned, and lacquered wires for all purposes, and cold rolled strip for box strapping and wool dumping bands.

The wire mill will have a capacity of 275 tons output per day, but it is proposed to further increase the capacity in the near future.

Coke Production in New South Wales.

Upwards of one half of all the coke produced in the state of New South Wales, the value of which last year was £387,000 is produced in the Illawarra District (40 miles from Sydney) the balance being produced at Newcastle and the western districts. Owing to the closing down of the metalliferous industry in many directions, there has been a large curtailment of smelting operations. Consequently huge stacks of coke have accumulated and most of the works are only running half time. Not long ago the main concern of the managers was the securing of sufficient slack for the purpose but at present their trouble is to use all the slack available.

Commonwealth Government Assumes Control of the Coal Mines of New South Wales.

Sydney, as the chief commercial entrepot of Australia, largely owes its position to the existence of the most valuable coal mines in Australia at its feet. The coal deposits, which are almost inexhaustible, extend 100 miles north, south, and west of Sydney—also under the bed of the Pacific Ocean to an undertermined extent. The coal is of the very highest grade and suitable for all purposes such as gas making, coke making, household or factory purposes, and for bunkering steamers.

Labour troubles in connection with the mining of coal are always existent, and one trouble is no sooner settled than another crops up. Two years ago the price of coal was at the instance of the Government put up three shillings per ton, which of course meant an increased hewing rate. Again labour troubles are looming in the shape of a threatened strike if the demands for a higher hewing rate are not conceded.

Owing to shortage of shipping and other causes the other states of the Commonwealth hold very depleted stocks of coal, and with the near approach of winter fears are entertained of a considerable shortage of the commodity.

The Commonwealth Government has therefore intervened and announced its intention to take over the mines of New South Wales, and a proclamation has been issued to that effect. There is always much talk about "nationalization" as regards coal mines, and this action of course again resurrects such suppositions, but what the ultimate end will be remains to be seen.

As the matter at present stands it appears that coal will again advance another three shillings per ton, of which the miner will take his share, and the colliery proprietors will apparently receive their usual profits.

No announcement has yet been made as to the length of "commandeering" period.

CANADIAN TARIFF CHANGES, 1919.

The following are the provisions of the Customs Tariff Resolutions introduced in Parliament and held to be in effect on and after 6th June, 1919.

RESOLUTIONS.

Resolved, That it is expedient to amend Schedule A to the Customs Tariff, 1907, as amended by Chapter 15 of the Acts of 1913, by Chapter 3 of the Acts of 1915, by Chapter 7 of the Acts of 1916, by Chapter 17 of the Acts of 1918, and by Orders in Council, and to strike thereout tariff items:—24, 25, 25a, 26, 27, 28, 28a, 29, 60, 61, 83, 84, 210, 267a, 290, 329a, 337, 343, 345, 348, 350, 351, 356, 384, 446, 447, 448, 591, the several enumerations of goods respectively, and the several rates of duties of Customs, if any, set opposite each of the said items, and to provide that the following items, enumerations and rates of duties be inserted in said Schedule A.

Tariff Items.		British Preferential Tariff.	Intermediate Tariff.	General Tariff.
24	Chicory, raw or green.....per pound	2½ cents.	3 cents.	3 cents.
25	Chicory, kiln-dried, roasted or ground.....per pound.	3 cents.	5 cents.	5 cents.
25a	Coffee, extract of, n.o.p., and substitutes thereof of all kinds.....per pound.	5 cents	7 cents.	7 cents.
26	Coffee, roasted or ground, and all imitations thereof and substitutes therefor, including acorn nuts, n.o.p..per pound.	3 cents.	5 cents.	5 cents.
27	Coffee, roasted or ground, when not imported direct from the country of growth and production.....per pound.	3 cents. and 7½ p.c.	5 cents. and 10 p.c.	5 cents. and 10 p.c.
28	Coffee, green, imported direct from the country of growth and production, and green coffee purchased in bond in the United Kingdom.....per pound.	2½ cents.	3 cents.	3 cents.
28a	Tea imported direct from the country of growth and production, and tea purchased in bond in the United Kingdom.....per pound.	7 cents.	10 cents.	10 cents.
	When in wrappings, cartons or other packages weighing five pounds or less, the weight of the wrappings, cartons or other packages to be included in the weight for duty.			
29	Coffee, green, n.o.p.....per pound.	2½ cents, and 7½ p.c.	3 cents, and 10 p.c.	3 cents, and 10 p.c.
60	Wheat, n.o.p.....	Free.	Free.	Free.
60a	Wheat when imported from a country which imposes a Customs duty on wheat grown in Canada.....per bushel.	8 cents.	12 cents.	12 cents.
61	Wheat flour, n.o.p.; semolina, n.o.p.....	Free.	Free.	Free.
61a	Wheat flour and semolina when imported from a country which imposes a Customs duty on wheat flour or semolina manufactured in Canada.....per barrel	30 cents.	50 cents.	50 cents.
83	Potatoes, n.o.p., and potatoes dried, desiccated or otherwise prepared, n.o.p.....	Free.	Free.	Free.
83a	Potatoes when imported from a country which imposes a Customs duty on potatoes grown in Canada....per bushel.	12½ cents.	20 cents.	20 cents.

Tariff Items.		British Preferential Tariff.	Inter-mediate Tariff.	General Tariff.
84	Potatoes dried, desiccated or otherwise prepared when imported from a country which imposes a Customs duty on such articles produced in Canada.....	15 p.c.	30 p.c.	30 p.c.
210	Peroxide of soda; soda, sulphate of, crude, known as salt cake; silicate of soda in crystals or in solution; bichromate of soda; nitrate of soda or cubic nitre; sal soda; sulphide of sodium; nitrite of soda; arseniate, binarseniate, chlorate, bisulphite and stannate of soda; prussiate of soda and sulphite of soda.....	Free.	Free.	Free.
210b	Barilla or soda ash..... per pound.	1/5 cent.	3/10 cent.	3/10 cent.
267a	Crude petroleum in its natural state, .7900 specific gravity or heavier at 60 degrees temperature, when imported by oil refiners to be refined in their own factories.....	Free.	Free.	Free.
290	Cement, Portland, and hydraulic or water lime, in barrels, bags, or casks, the weight of the package to be included in the weight for duty..... per one hundred pounds	5 cents.	8 cents.	8 cents.
329a	Iron ore.....	Free.	Free.	Free.
337	Lead, old, scrap, pig and block..... per pound.	¾ cent.	1 cent.	1 cent.
343	Tin, in blocks, pigs or bars; tin strip waste, and tin foil....	Free.	Free.	Free.
345	Zinc dust, sheets and plates; sal ammoniac skimmings; and seamless drawn tubing of zinc.....	Free.	Free.	Free.
345a	Zinc spelter and zinc in blocks, pigs, bars or rods. .per pound.	¾ cent.	1 cent.	1 cent.
348	Copper in blocks, ingots and pigs..... per pound.	1 cent.	1½ cents.	1½ cents.
348b	Brass and copper scrap.....	Free.	Free.	Free.
348c	Brass in blocks, ingots or pigs; copper in bars or rods, not less than six feet in length, unmanufactured, n.o.p.; copper in strips, sheets or plates, not polished, planished or coated; brass or copper tubing, in lengths not less than six feet, and not polished, bent or otherwise manufactured.....	5 p.c.	10 p.c.	10 p.c.
348d	Copper in bars or rods when imported by manufacturers of trolley, telegraph and telephone wires, electric wires and electric cables for use only in the manufacture of such articles in their own factories.....	Free.	Free.	Free.
356	Nickel in bars and rods, strips, sheets or plates.....	Free.	Free.	Free.
356a	Nickel silver and German silver in bars, rods, strips, sheets, plates or anodes.....	5 p.c.	10 p.c.	10 p.c.
384	Rolled iron or steel sheets and strips, polished or not, number fourteen gauge and thinner, n.o.p.; Canada plates; Russia iron; terne plates and rolled sheets of iron or steel, coated with zinc, spelter or other metal, of all widths or thicknesses, n.o.p.; and rolled iron or steel hoop, band, scroll or strip, number fourteen gauge and thinner, galvanized, or coated with other metal, or not, n.o.p.....	7½ p.c.	12½ p.c.	12½ p.c.
384a	Rolled iron or steel hoop, band, scroll or strip, number fourteen gauge and thinner, and rolled iron or steel sheet, when imported by manufacturers for use only in their own factories in the manufacture of galvanized iron or steel hoop, band, scroll, strip or sheet.....	Free.	Free.	Free.
446	Cultivators, harrows, horse-rakes, seed-drills, manure spreaders and weeders and complete parts thereof.....	10 p.c.	15 p.c.	15 p.c.
446b	Ploughs and complete parts thereof.....	12½ p.c.	17½ p.c.	17½ p.c.

Tariff Items.		British Preferential Tariff.	Intermediate Tariff.	General Tariff.
446c	Windmills and complete parts thereof, not including shafting.....	12½ p.c.	17½ p.c.	17½ p.c.
447	Portable engines with boilers, in combination, horse-powers and traction engines for farm purposes; wind-stackers, and threshing machine separators, including baggers, weighers and self-feeders therefor, and complete parts of all articles specified in this tariff item.....	12½ p.c.	17½ p.c.	17½ p.c.
448	Hay loaders, potato diggers, fodder or feed cutters, grain crushers, fanning mills, hay tedders, farm, road or field rollers, post hole diggers, snaths; and other agricultural implements, n.o.p.....	12½ p.c.	20 p.c.	20 p.c.
591	Farm wagons and complete parts thereof.....	15 p.c.	20 p.c.	20 p.c.
591a	Freight wagons, drays and sleighs, and complete parts thereof.....	17½ p.c.	25 p.c.	25 p.c.
705a	Settlers' effects, viz.:—Machines, vehicles and implements for agricultural purposes, moved by mechanical power, if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations prescribed by the Minister of Customs.....	Free.	Free.	Free.
	Provided that the said machines, vehicles and implements may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.			

2. Resolved that it is expedient to amend Chapter 3 of the Acts of 1915 by striking out in subsections 1 and 2 of section 3 the rate of duty "5 p.c.," under the words "British Preferential Tariff" and substituting therefor the word "nil" in each subsection,

3. Resolved that it is expedient to provide that the following goods shall be exempt from the provisions of section 3 of chapter 3 of the Acts of 1915;

(r) materials imported to be used in the manufacture of goods enumerated in tariff items 446, 446b, 446c, 447, 448, 449, 450 and 591;

(s) olive oil and peanut oil for canning fish;

(t) materials imported prior to the first day of September, 1920, to be used in the manufacture of oleomargarine as described in The Dairy Industry Act, 1914, and amendments thereto;

(u) linen or cotton clothing, n.o.p.;

(v) goods enumerated in the following tariff items in Schedule A: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 24, 25, 25a, 26, 27, 28, 28a, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 39a, 41, 42, 43, 44, 46, 46a, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 59, 60, 60a, 61, 61a, 62, 63, 63a, 64, 65, 67, 68, 69, 69a, 70, 71, 71a, 72, 73, 74, 76, 81, 82, 83, 83a, 84, 85, 86, 87, 88, 89, 90, 91, 93, 94, 95, 96, 97, 97a, 98, 99, 99a, 100, 101, 102, 103, 105, 106, 107, 108, 109, 110, 111, 113, 113a, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 130, 133, 136, 136a, 137, 138, 140, 140a, 141, 152, 152a, 155, 170, 210b, 227, 267a, 268, 269, 270, 271, 272, 273, 274, 275, 276, 276a, 277, 277a, 279, 281, 290, 329a, 337, 343, 345a, 348, 384, 384a, 387a, 411, 444, 446, 446b, 446c, 447, 448, 449, 450, 456, 459, 460, 461, 461a, 462, 462a, 469, 472, 475, 520, 521, 522, 523, 533a, 551, 553, 554, 555, 556, 557, 558, 563, 565, 566, 567, 568, 568a, 569, 587, 588, 591, 599, 601, 602, 603, 604, 605, 606, 607, 611, 611a, 612, 617, 625, 626, 627, 631, 638, 638a, 639, 641, 642, and 705a.

4. Resolved that Schedule B to the Customs Tariff, 1907, be amended by providing that the following items, enumerations, and rates of drawback of Customs duties be inserted in said Schedule:

Item No.	Goods.	When subject to Drawback.	—
1025	Materials, not including machinery.	When used prior to first day of September, 1920, in the manufacture of oleomargarine as described in The Dairy Industry Act, 1914, and amendments thereto.....	99 p.c.
1026	Materials.....	When used in the manufacture of goods enumerated in tariff items 446, 446b, 447, 448 and 591.	30 p.c.

EXPLANATORY.

Consolidated list of all Customs Tariff items exempt from the War Tax of 1915 (7½ per cent).

TARIFF ITEMS.

ARTICLES EXEMPT FROM WAR TAX.

- Sec. 8 and 9..... (a) Goods admitted into Canada free of customs duty under the provisions of sections 8 and 9 of The Customs Tariff, 1907;
- (b) Goods enumerated in Schedule C of The French Convention Act, 1908, viz.:—(Irrespective of origin and course of importation).
- Item 86 ex..... Vegetables, except tomatoes, including baked beans in cans or other air tight packages, n.o.p.
- 120 ex..... Anchovies, sardines, sprats, and other fish, packed in oil or otherwise, in tin boxes, weighing over eight ounces and not over twelve ounces each.
- 163 ex..... Wines of the fresh grape of all kinds, not sparkling, imported in barrels or in bottles.
- 165 ex..... Champagne and all other sparkling wines in bottles.
- 169 ex..... Novels, etc., unbound or paper bound, or in sheets, *in the French language*, not including Christmas annuals or juvenile or toy books.
- 171 ex..... Books, printed, periodicals or pamphlets, *in the French language*, n.o.p., not including blank account books, copy books, or books to be written or drawn upon.
- 220 ex..... All medicinal, chemical and pharmaceutical preparations, compounded of more than one substance, including patent and proprietary preparations, tinctures, pills, powders, troches, lozenges, syrups, cordials, bitters, anodynes, tonics, plasters, liniments, salves, ointments, pastes, drops, waters, essences and oils n.o.p.
- Ex (b) All other than dry, and not containing alcohol.
- Provided that drugs, pill mass and preparations, not including pills or medicinal plasters, recognized by the British or United States Pharmacopœia, or the French Codex as official, shall not be held to be covered by this item.
- 262 Olive oil, n.o.p.
- 575 ex..... Embroideries, n.o.p.; lace, n.o.p.; collars or collarettes in lace and all manufactures of lace; nettings of cotton, linen, silk, or other material, n.o.p.
- 581 ex..... Velvets of pure silk and silk fabrics.
- 582 Ribbons of all kinds, and materials.
- 583 Manufactures of silk or of which silk is the component part of chief value, n.o.p.
- Various..... (c) Goods imported to be used in the manufacture of mowing machines, harvesters, self-binding or without binders, binding attachments, reapers, and complete parts thereof, under regulations by the Minister of Customs.
- Various..... (d) Goods imported to be used in the manufacture of binder twine for harvest binders, under regulations by the Minister of Customs.
- Various..... (e) Articles imported to be used in the manufacture of goods enumerated in tariff item 682 in Schedule A, under regulations by the Minister of Customs.
- 586 (f) Anthracite coal and anthracite coal dust;
- 206 (g) Bacteriological products or serum for subcutaneous injection;
- 206 (h) Vaccine and ivory vaccine points.
- 719 (i) Pressed felt, elastic webbing and hollow blocks of wood imported to be used in the manufacture of artificial limbs.
- 725 (j) Steel imported to be used in manufacturing rough unfinished parts of rifles, when such parts are to be used in rifles to be made for the Government of Canada.

TARIFF ITEMS.

ARTICLES EXEMPT FROM WAR TAX—*Concluded.*

- 765(k) Fabrics of which silk is the component material of chief value imported to be used in the manufacture of neckties.
- 577(l) Silk in the gum or spun silk imported to be used in the manufacture of woven labels.
- 177(m) Manuscripts.
- 90(n) Bananas.
- Various.....(o) Acid phosphate of lime, sulphate of ammonia, nitrate of soda, muriate and sulphate of potash, imported to be used for fertilizing purposes.
- 68(p) Cotton seed cake and cotton seed cake meal.
- (r).....Materials imported to be used in the manufacture of goods enumerated in tariff items 446, 446b, 446, 447, 448, 449, 450 and 591.
- (s).....Olive oil and peanut oil for canning fish (part item 278).
- (t).....Materials imported prior to the first day of September, 1920, to be used in the manufacture of oleomargarine as described in The Dairy Industry Act, 1914, and amendments thereto.
- (u).....Linen or cotton clothing, n.o.p. (part item 575).

Further summary of articles in the undermentioned tariff items now exempt from the War Tax of 1915, viz. :—

Items.	Items.	Items.	Items.
1	28a	53	82
2	29	55	82
3	29a	56	83a
5	30	57	84
6	31	58	85
7	32	59	86
8	33	60	87
9	34	60a	88
10	35	61	89
11	36	61a	90
12	37	62	90a
13	38	63	91
14	39	63a	93
15	39a	64	94
16	39b	65	95
17	40	66	96
18	41	67	97
19	42	68	97a
20	43	69	98
20a	44	69a	99
21	45	70	99a
22	46	71	100
23	46a	71a	101
24	47	72	101a
25	48	73	102
25a	49	74	103
26	50	76	105
27	51	77a	106
28	52	81	107
108	175	446b	602
109	176	446c	603
110	178a	447	604
111	180a	448	605
113	184	449	606
113a	196	450	607
114	201	456	611
115	209b	459	611a
116	210b	460	612
117	227	461	617
118	267a	461a	625
118a	268	462	626
119	269	462a	627
120	270	464	631
121	271	466	638
122	272	466a	638a
123	273	469	639
124	274	470	641
125	275	472	642
126	276	475	662
127	276a	483	663
128	277	520	676
129	277a	521	682
130	279	522	688
132	281	523	689
133	290	533a	689a

Items.	Items.	Items.	Items.
134	329	544	690
135	329a	544a	690a
136	337	551	691
136a	343	553	692
137	345a	554	692a
138	348	555	693
140	348a	556	694
140a	352a	557	695a
141	359	558	696
142	360	563	697
143	363	565	698
144	369	566	699
145	373	567	700
152	384	568	701
152a	384a	568a	702
153	387a	569	703
155	411	576	704
164	441	587	705
169	443	588	705a
170	444	591	706
171	445	595	707
172	445a	596	708
173	446	599	709
174	446a	601	

NOTE.—All goods subject to entry under the British Preferential Tariff in Canada are now exempt from the 5 per cent War Tax of 1915.

SPECIAL NOTE.—Take notice that tin plates or sheets are not now included in Tariff Item 343, but are dutiable under Item 386 and are also subject to War Tax of 7½ per cent under the General Tariff.

THE CANADIAN TRADE COMMISSION.

The following statement has been issued by the Canadian Trade Commission, dated June 11:—

Emphasis is laid by the Canadian Mission in London on the trade possibilities in Great Britain, particularly for Canadian farm products. The large increase in exports made during the war might be regarded as itself only an earnest of the permanent trade. The wiping out of Russia as an exporting country for many years to come; the objection of the British people to being dependent again on foreign supplies of foods, which war revealed to them to be an imperial weakness; the depletion of stocks in every country throughout Europe without exception; and the desire to promote inter-empire trade especially in raw materials and foodstuffs, are the factors which lead to the conclusion that the Canadian opportunity for the sale of farm products in Great Britain is better than ever.

In a communication to the Trade Commission, Mr. Henry B. Thomson (formerly chairman of the Canada Food Board) points out that the imports of eggs, for instance, into Great Britain from Canada during the war were only one and one-quarter per cent of requirements. So in the same way the export of butter to Great Britain was only eight and one-half per cent of British requirements.

Mr. Thomson has been struck with the necessity for correcting what he terms "the Canadian point of view towards British trade generally." The tendency runs too much to detail. "It is far better and cheaper," he says, for the Canadian manufacturer to sell to a big distributor in Great Britain who covers the country by his own agents, and who has his own connections possibly down to the ultimate consumer, than for him to take a large number of small orders direct. The big distributors are responsible people, and will push the business. If Canadian manufacturers are not able to fill the large orders, why should they be so anxious to distribute the same bulk of stuff among the smaller people, as they face the same difficulties, while on the other

hand large distributors are far more likely to make every effort to hold Canadian trade, and to push it for all they are worth?"

Mr. Thomson mentions as an instance of the necessity of prompt action on a big, collective scale, the fact that as Canadian manufacturers of candy were not able to supply anything like the quantity desired in Great Britain, the home importers prevailed upon the British Government to remove the United States embargo on that commodity. The result was that the distinct preference, which up to that moment had existed in favour of Canadian goods, and which would have continued probably had manufacturers taken the matter on the magnitude urged by the Canadian Trade Commission, was lost.

At the special request of the Canadian Mission in London the Elder Dempster Steamship Company (one of the largest steamship companies in the world) have made special rates to ports in the Union of South Africa for merchandise purchased in Canada. This information was conveyed in a cablegram received by Mr. Lloyd Harris, head of the mission in London. The total imports of the Union of South Africa in 1912, Mr. Harris stated, were valued at nearly \$200,000,000, and in 1913 had increased to \$210,000,000, but naturally they have dropped since the war began. The present articles which the Union has imported are wearing apparel (\$2,000,000), cotton manufactures (\$14,000,000), foodstuffs (\$29,500,000), machinery, including locomotive and railway equipment (\$11,000,000), leather manufactures including boots and shoes, iron and steel, agricultural implements, vehicles of all sorts and large quantities of timber and woollen manufactures. Up to the present the greatest part of the trade of South Africa has been done with Great Britain, and in 1915 over 63 per cent of the exports were sent there.

PRINTING INK INDUSTRY IN FRANCE.

Mr. Philip Roy, Commissioner General of Canada in Paris, writes:—

During the ten years which preceded this world-wide war the printing ink industry was for the greater part in the hands of Germany. France and England, although possessing a few factories of the kind, for various reasons could not succeed like Germany in this special branch.

The most important of these reasons was the development achieved by the study of chemical products, and, in particular, that of colouring materials. Her students were trained in this branch very young; she had experienced staffs in her numerous laboratories and her factories, fitted out with the latest improvements, had permitted her to win the first place in this branch of manufacture.

The war, in isolating Germany from the rest of the world, took away this monopoly and forced the allied countries to study this colouring branch in order to meet their own needs.

During the past four years French chemical professors have made an untiring study of these materials and, since the armistice, engineer specialists have been sent at the expense of their firms to the principal German factories of chemical products: i.e., the Badische Abilin und Soda Fabrik.

POTATO STARCH REQUIRED IN THE MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray, reporting on May 22, states that large quantities of potato starch can be sold immediately in the Manchester district if price (about \$200 per ton) and quality are satisfactory, but it is strongly emphasized that the quality must be equal to the Jap. No. 1, which practically controls the market.

IMPORTATION OF HORSES INTO FRANCE.

Hon. Philippe Roy, Commissioner General for Canada in Paris, has received from the Minister of Agriculture of France the following memorandum regarding the importation of horses into France:—

“Import duties on horses are stopped for a time according to decree of 12th August, 1914. These animals are subjected at all times, at the expense of the importers, to a sanitary inspection when entering France, and, further, must be accompanied by a certificate of origin delivered by the administrative authorities of the country of origin and testifying that in said locality there has existed during the six previous months no contagious illness among animals of the kind. Said certificate must not have been delivered more than three days before the horses of which it gives the number and description have been offered for sale.”

SAMPLES OF DYES USED IN JAPAN.

Mr. A. E. Bryan, Canadian Trade Commissioner, Yokohama, Japan, has sent thirty-four samples of dyes used in Japan. These dyes may be inspected by Canadian manufacturers of dyes at the Exhibits and Publicity Bureau of the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

GROWTH OF COMBINES IN THE UNITED KINGDOM.

(The Times Trade Supplement.)

The report of the Committee on Trusts appointed by the British Government has been published.

The committee preface their report with the statement that they find that there is in every important branch of industry in the United Kingdom an increasing tendency to the formation of trade associations and “combines” having for their purpose the restriction of competition and the control of prices, and that there has been a great increase in their number during the war.

As an illustration of this tendency the committee enumerate a list of no fewer than thirty-five associations in the iron and steel industry, and add that this list does not purport to be complete, merely affording some indication of the extent to which associations pervade the whole iron and steel industry of the United Kingdom. A large proportion of them are either permanently or intermittently price associations, concerning themselves as a rule only indirectly with output. In the majority of cases they do not comprise more than a small number of firms, but generally a large proportion of the trade.

As another prominent instance the committee take the chemical industry, where production is almost wholly in the hands of two great consolidations. In the electric industries there is an association of businesses of a different nature with a total capital of £33,000,000. In soap, tobacco, wallpaper, salt, cement, and in the textile trade there are powerful combinations or consolidations which are in a position effectively to control output and prices.

VARIETY OF COMBINATIONS.

These associations and combinations are of many different grades and kinds. The simplest form of understanding may be illustrated by the periodical meetings of coal merchants or other dealers for informally discussing the prices to be charged by

all. At the other end of the scale would be such consolidations as are represented by Messrs. Coats (Limited). Between these two extremes lie a multiplicity of more or less loosely organized associations.

The description given of the constitution and working methods of these associations covers ground that is already pretty familiar, but the example of a federation of firms engaged in the manufacture of an article of furniture is interesting. On the formation of the federation a computation was made, the committee say, of the total output of such furniture in the United Kingdom, and of the respective share of that output contributed by each of the subscribing firms. Each firm was then assigned a percentage of the total output based on its sales prior to the formation of the federation. Each firm remained at liberty to increase its output so far as it was able and desired to do so; but upon all sales made by any firm in excess of its assigned percentage of the aggregate of trade done 5 per cent in value had to be paid each month into a pool. Any firm whose output for the month was less than its proportionate share of the aggregate output was entitled to receive from the pool 5 per cent in value upon the amount of its deficiency. An arrangement of this kind was found to be common to a great many of the associations into whose working we inquired, and has, as one of its effects, the curious result that a member of the association may, if he desires, entirely withdraw from active manufacture and allow his share of the output to be absorbed by more active firms, and as compensation draw a substantial sum month by month from the pool. It was explained to us by one of the witnesses that in his view the pensioning of inefficient members of the trade in this way was more economical than any attempt to drive them out of the trade by competition.

In this and similar associations there appears to be no desire to exclude new firms from joining, but, on the other hand, every desire to make the membership as far as possible comprehensive of the whole or a very substantial proportion of the trade.

In some of the other associations which came under our review, the regulations as to sale prices were omitted. One of such associations, covering 99 per cent of the total British output of an important steel product, was formed upon the basis that at the outset each firm in the trade should have a percentage of the total output allocated to it. At the end of each month the secretary receives from each firm particulars of its output during the month. By adding these amounts the total output of the trade for that month is ascertained. The secretary then calculates what percentage of the total each firm has done, compares that actual percentage with the allocated percentage, and then informs each firm by how much it has exceeded or fallen short of its agreed quota. For every ton by which a firm has exceeded its percentage it pays a sum of £1 into the pool. For every ton by which a firm falls short of its percentage it draws a sum of 10s. from the pool. We were informed that the association made no attempt to fix or regulate the total output of the industry, leaving that perfectly free to expand or contract, according to the demand. All that is fixed is the percentage on the total production for each firm. The ratio of output as between the different firms is never exactly maintained.

ELIMINATING COMPETITION.

In some of these associations regulations are enforced for the purpose of eliminating outside competition by imposing restrictive conditions upon purchasers, for example: By allowing special discount rates or deferred rebates only to those customers who undertake to purchase goods manufactured by members of the association exclusively, or by refusing to purchase semi-finished products from manufacturers, except on the terms that such manufacturers should agree to supply exclusively the members of the association. In the case of one trade organization, now possessing a monopoly of at least four-fifths of the supply of shoe machinery in Great Britain, we found that the monopoly enjoyed had been largely created and maintained by the

use of an ingenious and elaborate method of leasing shoe machinery, under which the user of any machine made by the company became restricted not merely as to the hire or purchase of similar machines, but was also debarred, for all practical purposes, from purchasing any other machinery necessary for the purpose of his business from any firm other than the organization in question.

One large association of metal manufacturers in effect imposes an effective restriction upon foreign competition by an agreement made between the association and a federation of the distributors or wholesale merchants, whereby the federation agrees not to import any foreign goods of the kind manufactured by the association, and receives in exchange a guarantee of a larger distributor's profits than was previously current in the trade, but in a large proportion of the associations so great a proportion of the particular trade is included in the combine (in some cases as much as 98 per cent) as to render it unnecessary to impose restrictive conditions in order effectively to maintain a practical monopoly.

HELP TO EXPORT TRADE.

There was considerable evidence that the growth and power of these associations has been greatly strengthened during the period of the war and that this result appears to have come about primarily from the novel circumstances of war under which the Government, acting through the Ministry of Munitions or other departments, found it necessary sometimes to consult the most informed opinion in a trade and sometimes to ration material through an organization representative of the trade. It is probable that the habit of co-operation and discussion on matters of common concern will lead to a transformation of at least a part of such advisory groups into definite trade associations as soon as Government control over trade or industry is withdrawn. We found a unanimous opinion on the part of members of these associations that their effect is not only beneficial to the efficient carrying on of business but essential in many cases for the maintenance of export trade and for effectively meeting foreign competition.

Three important associations submitted a joint memorandum of evidence in which the advantages are thus stated:—

"Apart from associations which exist for negotiating with labour, the regulation of wages, and the settlement of disputes, the simplest form of association and the one most common in this country, is the class of association, which is concerned with the regulation of prices.

"In the absence of any association, it is the experience in our various trades that, as the result of unrestricted competition of British manufacturers and of importers, prices are driven down to the lowest possible level, and profits frequently reach a vanishing point.

"In the absence of profit, manufacturers are discouraged, if not absolutely prevented, from reorganizing their plant, expending money upon improvements, and introducing new methods and thus unrestricted competition may, and frequently does, result in an increase in cost of manufacture, and to that extent to the actual detriment of the consumer. A further evil flowing from unrestricted competition is the tendency for manufacturers, in the struggle for orders, to supply commodities of the lowest and cheapest quality which consumers can be induced to accept. Consumers are in many cases unable to judge by mere observation the relative value of commodities, and this must tend to drive superior goods off the market, to the direct disadvantage of the consumers themselves.

"Where price associations exist, all members having to quote the same price, the competition among the manufacturers, parties to the association, becomes one of quality, and one direct and important result of these price associations is undoubtedly a tendency to rise to a general higher level in production in this respect. The elimination of competition results in a higher level of price and the provision of additional profits, whereby the manufacturers are encouraged and enabled to improve their pro-

cesses, and, by scrapping old plant, the instalment of new machinery, and the adoption of new methods, to reduce appreciably their costs of manufacture."

There was general agreement among the witnesses representing associations that no danger of excessive prices being imposed on consumers need be feared as a result of the development of trade associations in this country.

No definite evidence was brought before us that up to the present excessive charges have been made by these combinations. It was, however, made plain to us that the distributors and producers do not in all cases share the confidence so expressed.

MEET "DUMPING BY DUMPING."

There was a general agreement among representatives of associations that one of the beneficial results of the formation of associations sufficiently powerful to control and maintain prices in the home market was that it enabled British manufacturers to extend their output by selling their products at a lower price, or even at a loss, in foreign markets. The chairman of an important metal association stated that:—

"The cause of the formation of the association was the fact that this industry in Great Britain had been very unremunerative for many years, and had stood in danger of being crushed out of existence by foreign competition and by too much competition among manufacturers at home, and it was realized that if the industry was to be saved at all the manufacturers would have to come together and form an association.

. . . By securing remunerative prices in the home market they could make a successful bid against foreign competition in the export trade. They had a fund, a fighting fund, for the special purpose of subsidizing members who found it necessary to sell at less than an economic price in order to cut out foreign competitors. That might be called meeting dumping by dumping, but he would not agree that British firms dumped in the aggregate much more than foreign firms. They had dumped in Belgium as a reprisal against Belgian dumping here."

The chairman of a number of important associations stated that:—

"In the past it had paid Germany handsomely to export a large part of her steel products at a loss. In the future it will pay this country to do the same. He had no doubt at all that it would be a sound policy to sell in foreign markets at a loss. It was true that 80 per cent of their output went abroad, so that it was not any matter of dumping an occasional surplus that the home market could absorb, but a large proportion of their exports went to our own colonies, and by getting some little preference there and sufficiently good prices at home the industry would be able, as organized in its conference to undersell Germany or America in such markets as South America, even if that meant selling at a loss. About 60 per cent of their output was sold within the empire and 40 per cent outside. A slightly increased preferential price on the 60 per cent would enable them to hold the 40 per cent against competitors."

The Committee's Proposals.

The committee consider it obvious that a system which creates virtual monopolies and controls prices is always in danger of abuse, and they are confirmed in this view by a survey of the operations of similar combines and associations in other countries, of which the American Meat Trust is an illustration. They are agreed that it is desirable to institute in the United Kingdom machinery for the investigation of the operation of monopolies, trusts, and combines, similar to the commissions and other tribunals created for that purpose in the United States and some of the British Dominions. The committee declare themselves satisfied that trade associations and combines are rapidly increasing in this country, and may soon exercise a paramount control over all important branches of British trade.

They proceed: "We are satisfied that considerable mistrust with regard to their activities exists in the public mind, and that the effect of such mistrust may be equally

hurtful to the political and social stability of the State, whether or not the public mistrust and resentment be in fact well-founded. We consider that it is desirable that means should be provided whereby the fullest information as to the activities of trade associations may be made available to the public, and complaints may be promptly and thoroughly investigated, so that doubts and suspicions may be dispelled, or, on the other hand, the true facts ascertained as to evils for which a remedy is required. We believe that it will be found necessary ultimately to establish further machinery for promptly and effectively dealing with such abuses as the Tribunal of Investigation may discover."

The committee recommend that it shall be made the duty of the Board of Trade, or such department as may hereafter exercise supervision of trade and commerce, to obtain from all available sources information as to the nature, extent, and development of trusts, companies, firms, combinations, agreements, and arrangements connected with mining, manufactures, trade, commerce, finance, or transport having for their purpose or effect the regulation of the prices or output of commodities or services, produced or rendered in the United Kingdom, or imported into the United Kingdom, or the delimitation of markets, or the regulation of transport rates and services, in so far as they tend to the creation of monopolies or to the restraint of trade. The Board of Trade shall present annually to Parliament a report on the subject, and shall make preliminary inquiry into any complaints which may be made with regard to the existence or action of any of the organizations referred to above.

Should the information obtainable by the Board of Trade be insufficient to enable it to discharge its duties, or if, in the opinion of the board, there is *prima facie* evidence that the public interest is adversely affected by the operation of any monopoly, combination, or agreement, the board shall be empowered to apply to a tribunal for an order to the parties concerned to furnish such information as may be specified; or to refer the whole matter to the tribunal for investigation and report.

POWERS OF THE TRIBUNAL.

The tribunal to be established for these purposes is to consist of a person of legal qualifications as permanent chairman, and not less than two or more than seven other members selected by him from time to time from a panel appointed by the president of the Board of Trade after considering nominations made by representative trade organizations, including the co-operative movement and trade unions. The tribunal shall have power—(1) on the application of the Board of Trade, to make orders of the kind specified above; and (2) on reference from the board, to investigate the operation of any organization specified, adopting such other measures of inquiry as it may deem necessary to elicit the facts. When it shall be proved that acts injurious to the public interest have been committed, such facts as are relevant to the particular offence shall be published immediately on the conclusion of each inquiry.

The committee further recommend that it shall be the duty of the Board of Trade to make recommendations as to State action for the remedying of any grievances which the tribunal may find to be established.

The report is signed by the whole committee, but there is an addendum by Mr. E. Bevin, Mr. J. H. Hobson, Mr. W. H. Watkins, and Mr. Sidney Webb, who, while they do not disagree with the proposals made in the main report, feel that they fall far short of what will be necessary to safeguard the public interest.

At the request of the committee, Mr. John Hilton, the secretary, has prepared a comprehensive study of trade organizations and combinations based on the evidence given and documents laid before the committee, and this is bound with the report. It shows the causes leading to the formation of combinations, and explains their various types, their extent and significance, their achievements and dangers.

Some notes as to the law relating to combinations, prepared by Sir John Macdonell, and a memorandum on industrial combinations, by Mr. Percy Ashley, also accompany the report.

MARKING OF GOODS ON IMPORTATION INTO AUSTRALIA.

(*Board of Trade Journal, May 22, 1919.*)

New Legislation in Victoria.

A number of cases have recently been brought to the notice of the British Trade Commissioner in Australia in which goods have been placed on the market in a manner designed to deceive the purchaser as to the country of origin. The Commonwealth legislation provides that if a description is attached to an article imported, it is necessary also to state the name of the country or place in which the goods were made or produced. Hitherto there has been no State legislation, however, to exercise control over imported goods after they have passed the Customs.

An Act entitled the "Goods Act, 1918," amending Part V of the Goods Act, 1915, has now been passed by the Government of Victoria in order to exercise this control. Under the Act it is laid down that no person shall sell any goods which may be specified by proclamation, "unless there is applied to them (or, if so prescribed, to any covering label, reel or thing used in connection therewith) in the manner prescribed, a trade description of such character as is prescribed indicating the country or place in or at which the said goods were made or produced."

Paragraph (4) of the Act provides that "no manufacturer, dealer, or trader shall, except as described, alter, whether by addition, effacement or otherwise any trade description" which indicates the country of origin, and no person shall sell any such goods the trade description of which has been so altered.

According to the Act a trade description is deemed to be applied to goods if—

- (a) It is applied to the goods themselves.
- (b) It is applied to any covering, label, reel or thing used in connection with the goods, or
- (c) It is used in any manner likely to lead to the belief that it describes or designates the goods.

Any goods imported or sold in contravention of these regulations are liable to be seized and forfeited to the Government.

The Provisions of Part V of the Goods Act, 1915, regarding the application of a false trade description to goods is by the present Act extended to—

1. The application to goods of any such figures, words or marks, or arrangement or combination thereof as are reasonably calculated to lead persons to believe that the goods were made or produced in or at a country or place other than the country or place in or at which they were actually made or produced; and

2. Any goods with any such figures, words or marks, or arrangement or combination thereof as aforesaid applied thereto.

Similar legislation is contemplated in New South Wales, South Australia, Western Australia and Tasmania.

CLEARANCE OF GOODS THROUGH CHILIAN CUSTOMS.

(*Board of Trade Journal.*)

A recent Chilian decree requires the clearance of the following articles through the Customs within the period of forty-five days:—

White granulated sugar.
Coffee.
Cocoa.
Chocolate.
Assorted preserves.
Maize.
Flour.
Condensed milk.

Glass.
Assorted cloths.
Earthenware.
Beans.
Steel joists.
Assorted nails.
Iron piping and products of iron in
gundles.

A cable from H.M. Minister at Santiago states that the item "assorted cloths" includes "woollen, cotton, and silk goods."

SOUTH AFRICAN UNION TARIFF INTERPRETATIONS.

The following tariff interpretations have been published for general information by the Commissioner of Customs for the Union of South Africa under date of 14th March, 1919, and have been forwarded by Mr. W. J. Egan, Canadian Trade Commissioner, Cape Town:—

Number.	Article.	Rate.	No. in Tariff.	Rebate upon goods the growth, produce or manu- facture of the U.K. or Reciprocating British Colonies.
1	'Argonaut' (a hat dye).....	Spirit duty £1 3s. 6d. Imp. proof gall.	44 (c)	
2	Botanical dissecting sets.....	Per £100, £20.	193	3% ad valorem.
3	Diamine ink powder (Webster's).....	Per £100, £20.	193	"
4	Etch-O-Lite (a material for etching glass).....	Per £100, £20.	193	"
5	x Gardner's Investine, investment for cast- ing machines (not in bulk).....	Per £100, £20.	193	"
	Gardner's Investine, investment for cast- ing machines (in bulk).....	Per £100, £3.	102	The whole of the duty.
6	Jungo paste (for joining electrodes in electric furnace).....	Per £100, £20.	193	3% ad valorem.
7	Magadi soda (bulk).....	Per £100, £3.	122	The whole duty.
8	Nasal douche (glass).....	Free.	183 (a)	
9	Nyal's baby cough syrup (if formulated)....	Per £100, £20.	193	3% ad valorem.
10	Nyal's beef, iron and wine.....	4s. per imp. gall. plus 15% ad valorem.	51 (a)	
11	Oxydinor (a medical appliance).....	Per £100, £20.	193	3% ad valorem.
12	xx Pills (in the mass).....	Per £100, £20.	193	"
13	Radiator hose connections.....	Per £100, £3.	107	The whole of the duty.
14	Radiator Neverleak (a cement).....	Per £100, £20.	193	3% ad valorem.
15	Shaydolite (for frosting electric lamp bulbs)	Per £100, £20.	193	"
16	Snuff boxes (mirror).....	Per £100, £25.	71	"
17	Stencil ink blocks (for marking produce and merchandise).....	Per £100, £20.	193	"
18	Tabloid 'First Aid' outfit (containing sur- gical dressings only).....	Free.	188 (a)	
19	Waterproof surgical cloth for dressings (single texture).....	Free.	188 (a)	

x Amends decision on page 3 of classification of Dental Goods dated 20/4/17.

xx Amends decision on page 212 of the Tariff Book.

AGENCY TERMS IN CHILE AND PERU.

(Board of Trade Journal.)

A firm of British merchants operating in Chile and Peru point out the difficulties which beset the smaller merchants who are endeavouring to increase British business in these Republics. Most local customers of the merchant firms—large and small—require fairly long credit terms, which most of the American, and formerly the German, firms were prepared to give, whereas United Kingdom firms generally demanded cash against documents. As the bigger and better established merchant firms on the coast are the only ones that can give credit facilities to their local customers, and at the same time accept the cash against documents policy of United Kingdom exporters, and as they can only handle a certain amount of business, it follows that many United Kingdom manufacturers are not represented. If better credit facilities were offered to small firms on the coast, however, the latter would be able to extend British trade very considerably in the local markets.

TRADE WITH RUSSIAN PORTS.

(*Board of Trade Journal, May 29, 1919.*)

The following ports in Russia are not open to trade for the present:—

- (1) All Russian ports north of a line drawn from the estuary of the Dniester to the Gulf of Peretop.
- (2) All Crimean ports, except Kertch, now in the possession of the Volunteer Army.
- (3) All ports on the northern shore of the Sea of Azov.

CONDITIONS IN BATOUM.

(*British Board of Trade Journal, May 22, 1919.*)

With reference to previous notifications on the subject of representatives of business firms proceeding to South Russia a telegram has been received from the British Consul at Batoum describing the present conditions of living in that town.

Batoum is stated to be much overcrowded with refugees from various other places, and living is very expensive.

Hotel accommodation, which is the only kind available, is procurable only with difficulty. A single room costs 140 roubles per diem, and restaurant meals cost on an average 100 roubles each (100 to 140 roubles have been obtainable in Transcaucasia recently for £1).

DEVELOPMENT OF THE PORT OF COPENHAGEN.

Copenhagen, the capital of the Kingdom of Denmark, is situated on the east coast of the island of Zealand, at the southern end of the Sound. The population (1916) was estimated at 506,390, or with suburbs, 605,772. The nucleus of the city is built on low-lying ground on the east coast of the island of Zealand, between the sea and a series of small freshwater lakes, a southern portion occupying the northern part of the island of Amager. An excellent harbour is furnished by the natural channel between the two islands. Ambitious plans have been made in order to make Copenhagen the chief entrepôt for commerce destined for North and East Europe.

It shows the prescience of the Copenhagen harbour authorities that during the war steps have been taken calculated to assist the anticipated development of the port after the conclusion of peace, says *Export*. The original harbour, which has been in existence since 1894, had two basins 9 m. deep, and was specially adapted for the steamship service with Malmö. Numerous extensions have taken place, the last having been commenced in 1915 and being now on the point of completion. This latter extension comprises 12.7 hct. of ground and 9 hct. of water area, which provides a new basin 9½ m. deep. Its breadth is 120 m. and its length 600 m., while there are in all 1,050 m. of quays. A further extension of the free harbour towards the north is under construction, which will make it one-third or one-half as large again as formerly. One of the piers is specially adapted for the storage of fuel oil, the oil being pumped into tanks direct from the steamers. Moreover, on the coast of Zealand a large industrial harbour is coming into being which will be worked by a special company that has been formed with a capital of kronor 5 mill. Formerly there was but little overseas trade from the port of Copenhagen, but the new company has changed all that, its ships bringing rice, soya beans, copra, cocoa and teak from East Asia, and it has itself become a trading industrial and shipping undertaking on a large scale, of great importance to Denmark's foreign trade in general and to the port of Copenhagen in particular.

The illustration on the title page gives a glimpse of the Free Port Zone.

UNITED STATES SHIPPING BOARD PLANS FOR DEVELOPING SOUTH AMERICAN TRADE.

(*New York Commercial.*)

Edward N. Hurley, chairman of the United States Shipping Board, won the applause of the delegates to the second Pan-American Commercial Conference in Washington on June 4, by a more detailed announcement than any heretofore made of the board's plan for the extension of trade routes to countries of Central and South America.

Mr. Hurley announced that the *Mount Vernon*, former German passenger vessel now in transport service, would inaugurate the new liner service to South American ports, leaving New York on November 1 with a party of 700 Government officials and American business men interested in the development of Pan-American trade. The trip will be made a gala occasion. The *Mount Vernon* will arrive at Buenos Aires on November 14, which is ten days' shorter time than ever has been made by a passenger ship going from the United States to an Argentine port. The party will stay in Argentine a week. A thirty-six hour rail trip from Buenos Aires to Valparaiso is planned, then a visit to Chile. Returning to Buenos Aires the party will leave for Rio de Janeiro, spend a week in Brazil and be home before Christmas.

"Already 226 ships of 863,334 deadweight tons have been allocated to Latin-American trade," said Mr. Hurley, in discussing the plans of the board. "What is more important, the board is now surveying the situation in order to promote the establishment of regular American lines between the United States and South America. These will compare favourably with the former services of the European lines, and will even surpass them.

"Contemplated plans call for at least two lines from New York to serve the West Indian trades, one of them covering the Eastern Caribbean and the other the Western Caribbean with canal connections at Colon. To serve the swelling commerce of the west coast, a line will be maintained connecting Valparaiso and the other western ports with Mobile or New Orleans. There is to-day a passenger service from New York to Valparaiso, which is nine days shorter than existed one year ago. As soon as the army returns American transports, there will be weekly service from New York to Valparaiso on fine passenger lines through the Panama Canal.

"Good liner service between Valparaiso and Seattle, with calls at all the important Pacific ports, and also between San Francisco and New York will be assured, and American lines already established in this field will be supplemented where required. Finally, and most important, there will be a line from New York to the ports of Brazil and the River Plate. Modern ships of the passenger cargo type operated over this line will connect the great centres of trade, and to them will flow commerce from many intermediate points.

"No effort will be spared to make these lines conform to the highest standards of modern steamship service. It is hoped to have them specially designed for the South American trade and equipped with the conveniences and luxuries which the long trips in tropical seas require.

"The passenger ships will have ample deck space, commodious lounging quarters, complete refrigerator systems to supply cool air in staterooms and adequate bathing facilities. The fourteen ships under consideration for these trades are of about 18,000 gross tons, with a deadweight of about 12,000 and with accommodations for about 300 first-class passengers. Being combined freight and passenger ships, they can carry miscellaneous cargoes and will afford just the accommodations needed for the coffee merchant of Brazil who wants to take his own cargo to New York or New Orleans and who wishes to travel on the same ship with it.

"Before the war the best ships in direct service from the United States to the eastern ports of South America made only 15 knots, offered only fortnightly sailings,

and took twenty-four days for the trip from New York to Buenos Aires. Compare this with the service to be expected in the immediate future. Three magnificent ex-German liners—the *Mount Vernon*, the *von Steuben* and the *Agamemnon*—are to be remodelled for South American trade. These ships make 23½ knots, so that the trip from New York to Rio de Janeiro can be made in 10 days and that to the Argentine capital can be made in 14 days. There will thus be a saving of at least a month's time on the round trip, as compared with the present or pre-war service.

"A very important benefit that will flow from the improvement of shipping connections with South America will be in the mail service. Poor mail facilities have, in the past, proved a serious handicap in the way of increased trade relations between the United States and Latin America."

The parcel post will show an improvement commensurate with that of the mail service. Goods suitable for light packing can be ordered by catalogue and delivered in a South American country just as packages are now delivered in this country by mail order houses.

Mr. Praeger, second assistant postmaster general of the United States, spoke of the possibilities of developing parcel post arrangements between the United States and Latin America.

The benefit of frequent direct steamship service is not better illustrated than by the growth of the parcel post between the United States and such of our Latin American neighbours as enjoy rapid and frequent communication between their ports and the United States, said Mr. Praeger.

Take the case of Mexico, with its direct land communication and the excellent service to its eastern and western ports, according to the latest figures, the United States is sending to that country yearly 127,473 parcels weighing in the aggregate 841,682 pounds. This far surpasses the parcel post exports to any other country on this hemisphere.

In Central America, Honduras has the best steamship service with us and it leads in a parcel post imports from the United States, with 22,899 parcels, weighing 152,507 pounds. In South America for the same reason Colombia leads in parcels imported from the United States with 107,222 parcels weighing 756,633 pounds.

NEW INCORPORATIONS.

Dominion.

Canadian Luckenbach Processes Company, Limited. Incorporators: Frank Hedley Phippen, Leonard Cecil Outerbridge, and John Hubert Phippen, barristers-at-law; Victorine Emily De La Haye, secretary; and Hugh James Dawson, accountant—all of Toronto. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Toronto.

The Anglo-American Wire Rope Company, Limited. Incorporators: Alexandre Chase-Casgrain, and Errol Malcolm McDougall. K.C.'s, Leslie Gordon Bell and Sadi Conrad Demers, advocates; and Wilma Esther Edwards, stenographer—all of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal. (Private Company.)

Fraser Pulp and Lumber Company, Limited. Incorporators: Donald Fraser, of Plaster Rock, N.B., manufacturer; Archibald Fraser and William Matheson, manufacturers—both of Edmundston, N.B., Andrew White Brebner of Cabano, Que., manufacturer; and Thomas Matheson of Estcourt, Que., manufacturer. Capital \$5,000,000, divided into 50,000 shares of \$100 each. Chief place of business, Plaster Rock, N.B.

J. E. Fournier, Limited. Incorporators: Joseph Emery Fournier, manufacturer; Theana Robitaille, Joseph Philemon Grimard; and Arthur Boucher, foreman; and Wilbrod Felix Lussier, accountant—all of Montreal. Capital \$200,000, divided into 2,000 shares of \$100 each. Chief place of business, Montreal.

Canadian United Tradesmen, Limited. Incorporators: Thomas Edward Powers, Lieutenant-Colonel, Canadian Engineers; Frederick Clarkson Wright, Captain, Cana-

dian Engineers; Alan Christy Fleming, barrister; Hendry Ettie Fuller; and Kathleen Boucher, stenographers—all of Ottawa. Capital \$100,000. Chief place of business, Ottawa.

The Lake Huron Steel Corporation, Limited. Incorporators: Archibald Cameron Macnaughton and Archibald Gilchrist Campbell, barristers-at-law; Jean Howley, saleswoman; Leonard Waldeck Archer, accountant; and Russell Maxwell Best, student-at-law—all of Toronto. Capital \$15,000,000, divided into 150,000 shares of \$100 each. Chief place of business, Goderich.

A. Harry Wolfe, Limited. Incorporators: Peter Bercovitch, K.C.; Ernest Lafontaine and Nathan Gordon, advocates; James Johnston, accountant; and Max Liverman, student—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Sorel Shipbuilding and Dry Dock Company, Limited. Incorporators: Joseph Norbert Arthur Leclaire, contractor; Fred Bridges, naval architect; Alcide Salvail and Leo Joseph Wilfrid Messier, accountants; and Joseph Edouard Champoux, clerk—all of Sorel. Capital \$350,000, divided into 3,500 shares of \$100 each. Chief place of business, Sorel.

L'Heureux Lifeboat Launching Company, Limited. Incorporators: Frederick Sidgwick, naval architect; Halpin Sydney Mathews, naval transport officer; William Frederick Fletcher, engineer and naval architect; Charles Ernest Gault, broker; Thomas Hall, engineer; Louis Arsene Lavallee, advocate; and Joseph Leon Bergeron, accountant—all of Montreal; and Elzear Miville Dechene, doctor; and Philippe Paradis, trader—both of Quebec. Capital \$250,000, divided into 25,000 shares of \$10 each. Chief place of business, Montreal.

Anglo-American Securities Company, Limited. Incorporators: Elsie Frederica Mayo, stenographer; Arthur Willmore Hodgetts, and Douglas Thomas Chamberlain, book-keepers; William John Rooney, secretary, and John Alexander McEvoy, barrister-at-law—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Toronto.

Ontario.

Beaver-Truck Builders, Limited. Incorporators: Richmond Wyllie Hart, barrister-at-law; Edna Fitzimons and Charles Herbert Croft Leggott, accountants; and Gertrude Slater and Nellie MacDonald, stenographers—all of Toronto. Capital \$250,000, divided into 2,500 shares of \$100 each. Head office, Toronto.

Canada Oil Gas Heaters, Limited. Incorporators: Morley Punshon van der Voort, barrister-at-law; Murray Herbert Gilliam and Morley Carman van der Voort, students-at-law; and Ethel Barry and Lillis Seeth, stenographers—all of Toronto. Capital \$500,000, divided into 500,000 shares of \$1 each. Head office, Toronto.

Canagoma Mining and Development Company, Limited. Incorporators: Ariel May Beverley, Dorothy Gertrude Meyer and Ethel Maud Wilson, stenographers; Ziba Gallagher, solicitor; and Thomas Hayes, engineer—all of Toronto. Capital \$200,000, divided into 200,000 shares of \$1 each. Head office, Toronto.

The Knox Manufacturing Company, Limited. Incorporators: James Alexander Knox, manufacturer; Lily Knox, married woman; Majorie Helen Knox, spinster; Thomas Edward Knowlton, esquire, and Lucy Booth, accountant—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

Nubrik Products, Limited. Incorporators: John Campbell, solicitor; William Graham and Allen Havelock Neely, agents; Ernest Garside Black and Arthur Cecil Butterworth, students-at-law; and Harold Redfern Hollingshead, office manager—all of Toronto. Capital \$100,000, divided into 10,000 shares of \$10 each. Head office, Toronto.

Saskatchewan.

Shaunavon Light, Power and Milling Company, Limited. Incorporators: Gordon W. Tinck, John H. Fleming, A. A. Neuely, David Kearns—all of Maple Creek. Capital \$95,000, divided into 950 shares of \$100 each. Registered office, Shaunavon.

ORDERS FOR AMERICAN GOODS REPUDIATED.

The Board of Trade Journal of May 22, 1919, says: A cable from Valparaiso states that about 25 per cent of merchandise now arriving in Chile from the United States of America is being repudiated owing to the fall in prices. It is estimated that goods already thrown on the hands of American exporting firms between Arica and Talcahuano amount to twelve million dollars United States currency. The National City Bank, it is stated, places the figure even higher.

Repudiated goods will have to be sold at a loss of probably at least some 25 or 30 per cent. This set-back, after departing from their usual cash terms, is discouraging to American exporters.

Willmans Brazilian Review, published at Rio de Janeiro, says: "The doors of the British Empire being temporarily closed, American exporters look once again to South America for the salvation of their industries, but to judge from what is happening here and probably all over South America, they are likely to experience a rude awakening.

"Millions of dollars worth of imports are being simply repudiated by Brazilians here and Americans in the United States and left on the shipper's hands. As regards the former, unless cleared at once, warehouse charges will, in four or five months absorb their value, when they will be sold by auction for whatever they may fetch, possibly to the very firms who repudiated them, and the shippers get nothing at all.

"As to the rights and the wrongs of the case, we offer no opinion; no doubt much may be said on both sides, but to judge from the temper of Brazilian importers and American shippers and manufacturers, it will be a long time before commercial relations between the two countries can be very cordial.

"This would be the opportunity for British manufacturers, who having greater experience of local eccentricities, know better how to deal with them, were it not that for the most part there are few British manufactures to ship."—*Willmans Brazilian Review*.

COFFEE-PLANTATION APPLIANCES FOR AFRICA.

(British and South African Export Gazette, April, 1919.)

It cannot be claimed that the adequate equipment of the coffee industry in British East and Central Africa has ever been overburdened with attention, but perhaps the subject will come into greater prominence now that an effort is being made to revive interest in the restoration of the industry in the Union of South Africa itself, as well as to assist its further progress in the protectorates mentioned.

Under no circumstances, of course, does coffee planting and preparation for the markets demand a very elaborate or costly outfit of machinery and tools, yet every plantation, however small, adds its quota to what, in the aggregate, should be an important and valuable branch of African business. There are at the present time about 21,000 acres under coffee in Uganda, 16,000 in the British East Africa Protectorate, and only 1,300 in Nyasaland, while the German territory in East Africa had, prior to the war, an acreage of about 12,000. These are, after all, mere beginnings, but they stand for a considerable value in respect of equipment and promise substantial development. So far as we are aware, there is no immediate prospect of a revival of the industry in Natal, where it was killed twenty years ago by various pests after attaining some importance; but it should certainly be established as one of the industrial hopes of the warmer parts of Rhodesia, and in the northern Transvaal an effort is being made to bring this form of enterprise into practical existence.

OPENINGS FOR NEW MACHINES AND PLANT.

It is no exaggeration to say that the business in mechanical and other equipment for the coffee industry is much what importing houses in the markets concerned like to make of it. It rests with them to introduce and push appliances which give new economies or efficiency and to combat the tendency, to which the coffee planter is only too often prone, to makeshift with home-made contrivances and primitive methods. Weeding, for example, accounts for most of the labour in cultivation, but on how many plantations is a specially designed mechanical weeder to be seen? The nearest approach is usually a small ox-drawn cultivator, which does irreparable damage to the plants unless handled with quite exceptional skill. Yet there is in common use in Brazil a mechanical weeder which is ideal for the work. Of pulping machines and vats with mechanical stirrers there are many on the market, and most plantations are equipped with them; but the method of drying the beans after pulping is, in East Africa, mainly dependent on the use of locally-made woven wire trays, and little or nothing is done to introduce up-to-date steam-heated tables.

Again, peeling or hulling (the removal of the parchment from the beans), is largely done by pounding by hand, although the advantages of properly designed roller machines only need demonstration to carry conviction. In many cases the beans are shipped with the parchment still on them, which may avoid the installation of machinery and may economize labour, but it lowers the value of the product and adds to freight charges. A little energy and enterprise on the part of manufacturers, and machinery importers might result in a large and valuable business in combined peelers and winnowers. Sizing and grading machines might also be more widely introduced.

PRESENT ECONOMIC CONDITIONS IN CZECH SLOVAKIA.

(Excerpt from Svensk Export in United States Commerce Reports.)

Czecho Slovakia consists of the districts of Bohemia, Austrian Silesia, and Slovakia (northern Hungary). The Czecho-Slovaks have taken over their country from former Austria-Hungary in a bad condition. During the war the products of the country were always requisitioned at maximum prices, far below the costs of production, and sent away against the will of the people. The country, once prosperous, has grown poor.

EFFORTS BEING MADE TO IMPROVE INDUSTRIAL CONDITIONS.

The Czecho-Slovak Government is now trying to re-establish the ruined finances of the country. It is striving to suppress food speculation and justly to distribute the food on hand and make it cheaper. If the coal production is stimulated, if raw materials for industry and fertilizers for agriculture can be imported in exchange for available export goods (principally sugar and wood), and if the importation of non-essential manufactured and partly manufactured goods is restricted, then industry will once more be able to operate fully. The now impoverished soil will once more produce sugar beets, grain, and other foods; coal will be available for export; and, in short, production will increase generally and the country prosper.

When this result is attained the much-discussed exchange question will arrange itself. A free commercial exchange with foreign countries can be permitted and even encouraged. It is more or less secondary whether the old crowns, stamped crowns, or francs function as standards of value; at present the determination is to introduce the latter. A central exchange system has been established by a provision of the Finance Department of January 24, 1919.

FINANCIAL DIFFICULTIES.

It is hoped that conditions will develop as above outlined. However, not much progress has been made as yet. In former Austria-Hungary there still circulate bank notes to a value of 35,500,000,000 crowns, to cover which the Austro-Hungarian Bank has only 300,000,000 crowns of gold. It is said that of this amount bank notes to a value of 10,000,000,000 crowns circulate in Czecho Slovakia.

The Austro-Hungarian Bank discounts the war loans in Vienna. The war-loan bonds in Czecho Slovakia are to a large extent carried to Vienna in spite of restrictions and are there redeemed against bank notes free of interest. All try to get rid of the war loans, which are of no value, although at present they constitute a claim against the State of exactly the same value as the bank notes. A consequence thereof is that the Austro-Hungarian Bank must constantly issue new bank notes whereby the money system becomes more and more deranged and the value of money decreases. From this it is understood why the Czecho-Slovak Government desires to introduce the franc standard, for, though importation of Austrian bank notes over the border can be forbidden, it cannot be hindered, and thus Czecho-Slovakia becomes involved in the financial difficulties of Austria.

THE BELGIAN MATCH INDUSTRY.

(Consul Charles R. Nasmith, Brussels, in United States Commerce Reports.)

The first Belgian match factory was erected in 1835 on the river Dender, at Les-sines, in the Belgian province of Hainut. The prosperity of this factory soon led to the creation of new factories, erected by late employees of the first. All these new factories were established along the Dender, in the Belgian Flanders, and now nearly the whole Belgian match industry is concentrated in that vicinity.

In 1912 there were fourteen match factories in Belgium, whose daily output was about 3,300,000 boxes of 50 splints each, a total of 165,000,000 splints. Needless to say that, in spite of the large per capita consumption of nine matches per day (which makes a total of 63,000,000 used daily in Belgium), the Belgian population could not absorb the output. The greater part was exported, going to all countries of the world.

MERGER OF NINE FACTORIES.

The keen competition existing between the match manufacturers could not be favourable to them. Therefore, in 1912 the limited company, Union Allumettiere, was founded, amalgamating nine of the existing factories into one large concern. The technical and administrative reorganization was nearly completed when the war broke out in 1914. A greater part of the factory office staff of the Union Allumettiere had to join the army. Several match works were destroyed by the Germans, although none of them were situated within the radius of the military operations. Nevertheless, at the return of the Allied troops, in November of last year, work was started afresh, and after four months' efforts the industry is in a position not only to supply the domestic demand but also to export part of its production.

Since the amalgamation referred to above the manufacture of matches has been improved to such an extent that at the present moment the Belgian factories can guarantee supplies as good and as regular as any other works.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending June 6, 1919.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	399,935	567,104	353,835	217	41,226	1,302,317
Consolidated Elevator Co.	78,788	44,973	29,255	30,212	2,735	185,963
Empire Elevator Co.	55,568	153,582	53,938	14,876	4,208	312,172
Ogilvie Flour Mills Co.	392,656	52,917	52,192	.....	11	497,776
Western Terminal Elevator Co.	82,985	56,375	15,962	33,468	1,482	190,272
G.T. Pacific	387,726	470,052	49,699	22,141	5,047	934,665
Grain Growers' Grain Co.	69,004	478,290	192,763	.....	31,716	771,773
Fort William Elevator Co.	28,843	255,182	31,462	15,138	3,138	333,763
Eastern Terminal Elevator Co.	89,935	46,747	17,666	.....	10,554	164,902
Northwestern Elevator Co.	65,127	47,163	41,114	.....	.....	153,404
Port Arthur—						
Port Arthur Elevator Co.	725,411	896,698	232,734	.....	68,676	1,923,519
Sask. Co-operative Elevator	239,976	241,037	49,575	60,023	17,607	608,218
Canadian Government Elevator	263,135	203,399	37,271	18,552	13,000	535,357
Canadian Government Elevator, a/c Imperial Government. ....	.....	.....	.....	62	.....	62
Thunder Bay	202,220	428,456	77,797	7,964	4,404	720,841
Davidson & Smith	69,844	132,453	79,370	.....	7,313	288,980
Eastern—Richardson.	267,108	74,165	15,405	13,412	129,245	499,335
Total Terminal Elevators.	3,448,261	4,088,593	1,330,038	216,065	340,362	9,423,319
Saskatoon Can. Govt. Elevator.	276,022	752,572	101,232	1,300	14,501	1,135,627
Moosejaw Can. Govt. Elevator.	388,564	356,543	42,494	4,348	1,763	797,384
Calgary Can. Govt. Elevator.	417,456	250,264	61,143	773	13,316	745,310
Vancouver Can. Govt. Elevator	4,071	83,984	.....	220	.....	88,275
Total Interior Terminal Elevators.	1,086,113	1,443,363	294,869	6,641	25,610	2,766,596
Depot Harbour.	76,781	.....	.....	.....	.....	76,781
Midland—						
Aberdeen Elevator Co.	56,956	.....	.....	.....	.....	56,956
Midland Elevator Co.	1,228,975	359,713	.....	.....	106,373	1,695,061
Tiffin, G.T.P.	1,094,946	81,793	412,910	.....	.....	1,589,649
Port McNicoll	2,263,795	1,045	277,447	.....	.....	2,542,287
Collingwood. ....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator & Transit Co.	733,143	163,096	.....	14,922	.....	911,161
West Canada Flour Mills Co., Ltd.	478,855	.....	.....	.....	.....	478,855
Kingston—						
Montreal Transportation Co. ....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	713	3,778	.....	.....	.....	4,491
Port Colborne Dom. Govt. Elevator	988,271	.....	145,124	.....	.....	1,133,395
" Maple Leaf Milling Co., Ltd.	957,383	.....	.....	.....	.....	957,383
Prescott. ....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners No. 1.	1,925,609	36,156	1,003,493	.....	.....	2,965,258
" " No. 2.	541,862	192,606	576,116	.....	.....	1,610,584
Montreal Warehousing Co.	1,022,976	.....	623,240	.....	.....	1,646,216
Ogilvie Flour Mills Co., Ltd.	672,130	12,210	5,447	.....	.....	689,787
Quebec Harbour Commissioners	927,096	12,541	38	.....	.....	939,675
West St. John, N.B.	266,965	11,644	51,594	.....	.....	330,203
Halifax, N.S.	93,675	.....	.....	.....	.....	93,675
Total Public Elevators.	13,630,131	874,582	3,095,409	14,922	106,373	17,721,417
Total quantity in store.	18,164,505	6,406,538	4,630,316	237,628	472,345	29,911,332

†Corn.

Grades of Canadian Wheat, Oats, Barley, Flax and Rye in Store at Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended June 6, 1919.

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard on account of Imp. Govt		2,677	76,872		79,549
No. 1 Northern		461,789	751,586	3,830,584	5,033,959
No. 2 "		321,341	147,025	2,681,104	3,149,470
No. 3 "		569,205	69,624	1,921,148	2,559,977
No. 4 Wheat		876,697	4,365	1,900,773	2,781,835
No. 5 "		442,277	6,710	1,047,984	1,496,971
No. 6 "		431,998		1,139,510	1,571,508
Other		342,277	29,931	1,109,028	1,481,236
Australian					
Totals		3,448,261	1,086,113	13,630,131	18,164,505
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		330,454	151,548	277,270	759,272
No. 3 "		479,577	123,191	215,400	818,168
Ex. No. 1 Feed		553,343	339,295	122,993	1,015,631
No. 1 Feed		562,113	300,386	89,255	951,754
No. 2 "		1,703,565	462,529	137,627	2,304,021
Other		457,834	66,114	32,037	555,985
Totals		4,088,593	1,443,363	874,582	6,406,538
Barley—					
No. 3 extra C. W.				1,235	1,235
No. 3 C. W.		287,887	39,283	1,370,212	1,697,382
No. 4 "		528,447	100,601	1,377,992	2,007,040
Feed		127,455	27,226	35,690	190,371
Rejected		188,430	24,536	273,559	492,525
Other		197,819	13,223	30,721	241,763
Totals		1,330,038	204,869	3,095,409	4,630,316
Flax—					
No. 1 Northwestern Canada	62	136,154	3,402	14,922	154,478
No. 2 C. W.		51,507	1,280		52,787
No. 3 "		23,198	1,069		24,267
Rejected			54		54
Imp. Govt			239		239
Other		5,144	597		5,741
Totals	62	216,003	6,641	14,922	237,566
Rye—					
No. 1 C. W.		4,456			4,456
No. 2 "		241,377	12,356	50,011	303,746
Rejected		37,870		15,067	52,937
No Grade		11,867			11,867
Other		44,792	1,763	41,295	87,850
Totals		340,362	14,121	106,373	460,856
Corn			11,489		11,489
Total quantity in store		9,423,319	2,766,596	17,721,417	29,911,332

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on June 6, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>June 6, 1919—</i>			
Terminal elevators	3,448,261	5,975,058	9,423,319
Interior terminals	1,086,113	1,680,483	2,766,596
Public elevators in the East	13,630,131	4,091,286	17,721,417
Total	18,164,505	11,746,827	29,911,332
<i>June 7, 1918—</i>			
Terminal elevators	1,149,822	5,822,699	6,972,521
Interior terminals	414,192	2,705,976	3,120,168
Public elevators in the East	4,396,952	8,192,585	12,589,537
Total	5,960,966	16,721,260	22,682,226
<i>June 8, 1917—</i>			
Terminal elevators	8,888,245	9,858,766	18,747,011
Interior terminals	2,411,317	949,950	3,361,267
Public elevators in the East	4,097,829	6,752,905	10,850,734
Total	15,397,391	17,561,621	32,959,012
<i>June 9, 1916—</i>			
Terminal elevators	13,831,186	5,357,328	19,188,514
Interior terminals	2,704,512	878,982	3,583,494
Public elevators in the East	7,356,374	7,574,177	14,930,551
Total	23,892,072	13,810,487	37,702,559
<i>June 10, 1915—</i>			
Terminal elevators	3,087,070	3,099,643	6,186,713
Interior terminals	228,247	382,884	611,131
Public elevators in the East	2,443,089	2,198,676	4,641,765
Total	5,758,406	5,681,203	11,439,609
<i>June 11, 1914—</i>			
Terminal elevators	4,240,807	6,116,423	10,357,230
Public elevators in the East	4,556,283	6,417,499	10,973,782
Total	8,797,090	12,533,922	21,331,012

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending June 6, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....			104,950	104,950
C.P.R., West St. John, N.B.....	141,194			141,194
Government Elevator, Port Colborne, Ont.....				—
Aberdeen Elevator, Midland, Ont.....		85,074		85,074
G.T.R., Depot Harbour, Ont.....				—
Collingwood, Ont., G.T.R.....				—
Montreal Warehousing Co., Montreal, Que.....	62,666	15,566		78,232
Quebec Harbour Commissioners, Quebec.....	214,334			214,334
Maple Leaf Milling Co., Port Colborne, Ont.....				—
Harbour Commissioners No. 1, Montreal, Que.....	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.....	1,564		1,639	3,203
Halifax, N.S., C.G.R.....	27,821			27,821
Port McNicoll, C.P.R.....		39,264		39,264
Goderich Elevator and Transit Co.....				—
Midland Elevator Co., Midland, Ont.....		740,602		740,602
Canadian Nat. Ry. Elevator, St. John, N.B.....				—
Total.....	450,707	880,506	106,589	1,437,802

C.I.F. QUOTATIONS.

A Madras firm says: "This market will only give manufacturers of paper, dyes, glass, copper wire, oils, cements, sundries, etc., orders if they can quote for their goods landed at Indian ports, or in other words, if they can quote cost, freight and insurance Indian port in sterling money, or better, in rupees."—(*Board of Trade Journal*.)

BRAZILIAN MINES TO BE WORKED BY CANADIAN FIRM.

By a decree of the Executive Power the International Ore Corporation, a Canadian Mining Company, has been authorized to work Brazilian mines, says *El Mercurio*, Santiago, quoted in the *Economic Supplement, Review of the Foreign Press*. Special attention is to be given to the working of manganese mines. According to the newspaper reports the Brazilian branch will have a capital of \$500,000 gold. A large amount of North American money is invested in this company.

RICH COAL FIELDS DISCOVERED IN PERU.

From information published in the reports of the Society of Mining Engineers of Peru, it is learned that valuable coal fields have been discovered in the mountainous country lying behind the harbour of Chimbote, at a distance of about 100 kilometres from the Pacific Coast, says the *Kölnische Zeitung*, quoted in the *Economic Supplement, Review of the Foreign Press*. It is stated that there are three important seams of a depth of 3.80 metres, and a superficies of 150 square kilometres, from which 155 mill. t. of the very best anthracite could be obtained. The district in which large deposits of tungsten and copper were also found is traversed by the River Huaraz, which can deliver the electric power for the exploitation. It is proposed to build a railway to transport these minerals to the harbour of Chimbote.—(*Kölnische Zeitung*, April 9.)

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the nine months ended May 31, 1919.

		Receipts.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1918.....		4,140,197	111,683	438,583	9,757	43,460	4,743,680	863,660
October.....		22,978,200	806,095	1,203,688	215,138	145,059	25,348,180	1,651,530
November.....		24,310,613	1,028,548	748,913	410,288	182,268	26,680,630	2,576,044
December.....		20,280,990	1,550,028	1,027,251	472,580	196,696	23,527,545	2,991,440
January, 1919.....		8,270,908	938,299	747,006	241,789	71,421	10,269,423	1,809,470
February, 1919.....		4,800,827	926,035	455,380	133,164	44,872	6,360,278	1,530,515
March, 1919.....		2,342,829	713,802	454,103	57,636	47,760	3,616,130	483,957
April, 1919.....		2,763,655	1,301,826	1,049,963	93,658	85,702	5,294,804	945,432
May, 1919.....		4,285,151	1,629,382	867,379	151,782	28,933	6,962,627	1,296,436
Total 9 mos. ending May, 1919.		94,173,370	9,005,698	6,992,266	1,785,792	846,171	112,803,297	14,118,484
Total 9 mos. ending May, 1918.		109,691,692	26,716,085	7,160,488	3,648,761	207,267	147,424,293	22,473,353

		Shipments.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1918.....	{ Lake	1,583,608	.....	.....	15,353	.....	1,598,961	-
	{ Rail.	562,535	377,450	162,115	32,505	3,499	1,138,104	1,466,940
October.....	{ Lake	12,420,727	.....	176,464	82,347	.....	12,679,538	-
	{ Rail.	394,922	322,160	177,649	18,923	24,054	937,708	985,655
November.....	{ Lake	30,171,908	.....	129,484	147,926	.....	30,449,318	-
	{ Rail.	1,496,891	1,070,895	246,709	21,518	57,880	2,893,893	1,200,120
December.....	{ Lake	6,393,269	.....	67,076	286,633	106,475	6,853,453	-
	{ Rail.	2,097,028	1,172,678	60,563	152,855	1,034	3,484,158	591,680
January, 1919.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	620,326	546,493	47,425	170,884	5,511	1,390,639	914,870
February.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	173,276	386,765	119,282	74,118	10,306	763,747	481,215
March.....	{ Lake	.....	.....	.....	.....	.....	.....	-
	{ Rail.	191,343	359,085	255,208	166,947	.....	972,583	248,515
April.....	{ Lake	9,804,833	111,613	1,162,575	160,348	159,305	11,398,674	-
	{ Rail.	186,641	468,153	35,255	32,709	.....	722,758	349,427
May.....	{ Lake	22,919,826	1,260,661	3,152,866	292,079	133,299	27,758,731	437,338
	{ Rail.	298,791	834,496	102,819	17,527	2,415	1,256,048	760,796
Total 9 mos. ending May, 1919....	{ Lake	83,294,171	1,372,274	4,688,465	984,686	399,079	90,738,675	437,338
	{ Rail.	6,021,753	5,538,175	1,207,025	687,986	104,699	13,559,638	6,999,218
Total 9 mos. ending May, 1918.....	{ Lake	94,099,824	14,653,247	4,799,394	2,648,218	63,585	116,264,268	1,368,110
	{ Rail.	16,664,198	10,137,299	1,358,966	843,149	130,660	29,134,272	12,707,973

**Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other
Points in the Western Division for the Undermentioned Periods.**

	Month of May, 1919.	Nine Months May, 1919.	Nine Months May, 1918.
	No.	No.	No.
Wheat, Spring—			
One Hard	4	588	1,069
One Hard White Fife			
One Man. Northern	1,917	39,582	61,713
Two Man. Northern	844	16,249	25,012
Three Man. Northern	937	15,388	15,644
Number Four	582	10,246	5,747
" Five	280	5,177	3,465
" Six	174	3,385	2,484
Feed	84	888	757
Smutty	59	719	611
No Grade	125	4,084	2,713
Rejected	37	1,619	3,027
Condemned	4	29	45
No Established Grade		6	51
No. 1		94	-
No. 2		50	-
No. 3		9	-
No. 1 Goose		29	6
No. 2 "		1	1
No. 4, 5, 6 Special			12
Total Spring Wheat	5,043	98,143	122,358
{ Cars			
{ Bushels	6,503,750	122,678,750	149,388,550
Wheat, Winter—			
One A. R. W.		11	61
Two A. R. W.		17	54
Three A. R. W.		4	14
Four R. W.			-
Five Winter			1
One White Winter			-
Two "			-
Three "			3
Four "			-
One Mixed Winter			-
Two "			-
Three "			-
Four White Winter			-
No Grade		1	-
Rejected			-
Smutty White Winter			-
Total Winter Wheat		33	133
{ Cars			
{ Bushels		41,250	162,925
Total Wheat	5,043	98,176	122,491
{ Cars			
{ Bushels	6,303,750	122,720,000	150,051,475
Oats—			
Extra No. 1 C. W.			-
Number One Canadian Western		8	34
" Two "	204	1,697	3,927
" Three "	123	1,621	2,332
Extra Number One Feed	226	1,794	5,804
Number One Feed	333	2,603	6,450
" Two "	266	2,597	4,810
Rejected	33	534	1,622
No Grade	108	1,827	2,531
Condemned		12	25
Mixed Grain	21	322	467
Mixed Grain No. 2	Speltz 1	1	-
Total Oats	1,315	13,016	28,002
{ Cars			
{ Bushels	2,761,500	27,333,600	54,603,900

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of May, 1919.	Nine Months May, 1919	Nine Months May, 1918.
	No.	No	No.
Barley—			
Number Three Extra C.W.	5	7	24
" Three C.W.	221	3,019	1,834
" Four C.W.	164	1,921	2,906
Rejected	67	720	618
No Grade	31	1,280	707
Condemned		1	905
Smutty			-
Feed	79	620	-
Total Barley..... { Cars	567	7,568	6,994
{ Bushels	765,450	10,216,800	9,092,200
Flaxseed—			
Number One N. W. Canada	119	1,590	3,305
" 2 C. W.	31	437	537
" 3 C. W.	16	185	84
Rejected	5	22	35
No Grade	1	46	137
Condemned		2	-
Total Flaxseed..... { Cars	172	2,282	4,098
{ Bushels	172,000	2,282,000	4,507,800
Rye—			
Number No. 1 C. W.		8	25
" 2 C. W.	40	672	287
Rejected	2	151	168
No Grade	9	224	35
Feed		1	-
Rye.. . . . { Cars	51	1,056	515
{ Bushels	56,100	1,161,600	515,000
Screenings..... { Cars	42	478	762
{ Bushels	42,000	478,000	762,000
Corn..... { Cars	1	8	-
{ Bushels	1,000	8,000	-
<i>Recapitulation.</i>			
Grain—			
Wheat..... { Cars... ..	5,043	93,176	122,491
{ Bush... ..	6,303,750	122,720,000	150,051,475
Oats..... { Cars... ..	1,315	13,016	28,002
{ Bush... ..	2,761,500	27,333,600	54,603,900
Barley..... { Cars... ..	567	7,568	6,994
{ Bush... ..	765,450	10,216,800	9,092,200
Flaxseed... { Cars... ..	172	2,282	4,098
{ Bush... ..	172,000	2,282,000	4,507,800
Rye..... { Cars... ..	51	1,056	515
{ Bush... ..	56,100	1,161,600	515,000
Screenings... { Cars... ..	42	478	762
{ Bush... ..	42,000	478,000	762,000
Corn..... { Cars... ..	1	8	-
{ Bush... ..	1,000	8,000	-
Total grain..... { Cars... ..	7,191	122,584	162,862
{ Bush... ..	10,101,800	164,200,000	219,532,375
Canadian Pacific Railway, Winnipeg and other points.....	2,991	61,761	87,173
Canadian Northern Railway.....	3,446	45,634	52,287
Great Northern Railway, Duluth.....	990	850	686
Grand Trunk Pacific	664	14,339	22,716
Total	7,191	122,584	162,862

RECAPITULATION—COMPARATIVE FIGURES FOR NINE MONTHS ENDING
MAY 31, 1919.

	Total Number of Cars.
1901-2.	49,859
1902-3.	47,849
1903-4.	34,149
1904-5.	36,089
1905-6.	61,222
1906-7.	61,057
1907-8.	56,811
1908-9.	82,190
1909-10.	100,888
1910-11.	81,140
1911-12.	152,286
1912-13.	167,420
1913-14.	178,438
1914-15.	114,818
1915-16.	279,339
1916-17.	192,134
1917-18.	162,862
1918-19.	122,584

METRIC SYSTEM IN BELGIUM.

(*Board of Trade Journal.*)

The local Syndical Chamber for machine tools, industrial products, etc., of Liège is complaining of the difficulties caused by the almost universal British habit of quoting for goods in other than metric measures. The honorary British Vice-Consul at Liège is repeatedly having his attention drawn to the same subject, and he points out that if United Kingdom firms wish to develop their trade in Belgium, quotations under the metric system are essential.

PACKING OF GOODS FOR INDIA.

More care is required as regards packing goods for India, writes an importer of India, in the *Board of Trade Journal*. Also a greater attention to home machinery, etc., tests, and a less conservative spirit over breakages and shortages. The attitude adopted at present seems to be that nothing wrong can possibly come out of England by way of shortages, insufficient packing and so on. We recommend more thoughtful observation of promises of delivery and avoidance of promising impossible times of delivery for the sake of booking orders.

NEW IMPORT AND EXPORT UNDERTAKING IN GERMAN-AUSTRIA.

(*Economic Supplement to the Review of the Foreign Press.*)

Under the name of "Atlantis Commercial and Industrial Company," a new undertaking has been started in Vienna by some well-known Austrian firms. The company intends to import raw materials and colonial produce, and to export Austrian manufactured goods on a large scale. Already branches have been established in all the most important towns of the former Austro-Hungarian monarchy, and there is one also at Zürich. When peace is signed the company intends to open branches in London, Paris, Lisbon, and Barcelona.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBER DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1373. **Representation.**—A manufacturers' agent in Bohemia is prepared to undertake the representation of Canadian packers of rolled oats, canned meat and fish, cheese and other lines.

1374. **Glass bottles.**—Inquiry is made by a London firm for names of Canadian manufacturers of glass bottles.

1375. **Canned goods and foodstuffs.**—A London firm having a market on the Continent of Europe for canned goods and other foodstuffs desire to get into communication with Canadian packers.

1376. **Paper.**—A firm claiming long experience in the trade would be glad to get into touch with Canadian manufacturers of paper wishing to arrange for the sale of their products in the United Kingdom.

1377. **Woodenware.**—A north of England firm are open to purchase supplies of domestic woodenware from Canadian manufacturers, from whom they invite quotations. Requirements include paste and bread boards, clothespegs, rollingpins, wooden spades and toys.

1378. **Chicle gum.**—A London paint and varnish manufacturing company wish to purchase chicle gum and invite offers from Canadian manufacturers.

1379. **Wire nails.**—A Glasgow firm are in a position to buy wire nails in 20 to 100 ton lots.

1380. **Tack plates.**—A Glasgow firm ask to be placed in touch with manufacturers of tack plates.

1381. **Steel rivet bars.**—A Glasgow firm are in a position to place substantial orders for Siemens Martin open-hearth acid or basic steel rivet bars. Specifications may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1382. **Rivet wire.**—A Glasgow firm inquires for bright drawn Siemens Martin open-hearth acid or basic steel rivet wire in coils of one continuous length up to 3 hundredweights. Specifications may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1383. **Hexagon and square blank nuts.**—A Glasgow firm make inquiry for cold-punched hexagon and square blank nuts, Whitworth standard, dimensions from $\frac{1}{4}$ -inch to $\frac{3}{2}$ -inch diameter. Good orders can be placed for prompt deliveries.

1384. **Boxboards.**—A Glasgow firm ask to be placed in communication with exporters of white wood-pulp boards, leatherboards, greyboards, also wood-pulp boards lined on one side with white enamelled paper.

1385. **Boxboards.**—A Glasgow firm ask to be placed in touch with exporters of boxboards.

1386. **Box shooks.**—A Glasgow firm ask to be placed in communication with exporters of the above in inside sizes, $11\frac{1}{2}$ by $8\frac{1}{4}$ by $1\frac{1}{2}$ by $6\frac{3}{4}$ by 2. Sides $\frac{1}{8}$ -inch, ends $\frac{1}{4}$ -inch thick.

1387. **Timber.**—A Glasgow firm of timber merchants and importers want to hear from reliable shippers of Quebec pine, bends, sidings and boards, S 2 S.

1388. **Boots and shoes.**—Agency required by Glasgow firm, ladies' and gents' boots and shoes, also rubber overshoes and sandshoes.

1389. **Agency for cutlery, plate, jewellery, enamelware, etc.**—A Glasgow firm wish to represent Canadian firms in cutlery, plate, jewellery, enamelware, etc.

1390. **Oak staves.**—A New York house wishes to secure supplies of white oak staves in Canada.

1391. **Pianos, musical instruments, sewing machines, typewriters, bicycles.**—A firm in Leghorn wish to obtain exclusive agencies for Italy and the colonies in Canadian pianos, player pianos, organs, phonographs, and other musical instruments, musical rolls for player pianos, typewriters, bicycles and sewing machines.

1392. **Wood-pulp, lumber and paper.**—A Turin house is interested in working on a commission basis with Canadian firms prepared to export wood-pulp, lumber and paper.

1393. **Fur.**—A house manufacturing felt hats in Milan would like to hear from Canadian houses who can export fur for the manufacture of felt hats.

1394. **Furs (undressed).**—A firm in Milan are prepared to open up correspondence with Canadian houses exporting undressed furs.

1395. **Grain and flours.**—An old-established house at Genoa, with branch in Trieste, wishes to import Canadian grain and flour.

1396. **Food products and textiles.**—An import and export house in Genoa wishes to connect itself with Canadian houses exporting food products and textiles.

1397. **Furs and skins.**—An agent in Milan wishes to buy on commission furs and skins.

1398. **Dried codfish and canned salmon, cutlery.**—A house of representatives, Turin, wishes to sell on a commission basis the above listed articles.

1399. **Pianos, musical instruments and piano actions.**—A firm in Turin desires to buy Canadian pianos and player pianos, wood for piano construction, piano actions, and piano felts.

1400. **Automobiles, motor-cycles and accessories, electrical material, tools, gas and water pipes, household refrigerators, enamelware.**—A firm in Milan of commission agents wishes to obtain the foregoing articles from Canada.

1401. **Agencies.**—A Cape Town commission agent covering all centres of South Africa will be in Eastern Canada during July next for the purpose of arranging South African representation of Canadian firms prepared for export in any of the following lines: Hollow-ware, spanners, shovels, spades, pickaxes, mattocks, adzes, horseshoes, nails and screws, handles (all kinds), cart and carriage material (metal and wood), furniture k.d.s. (parlour, bedroom, tables and chairs), pianos, organs, bicycles, bootmakers' findings, and boots and shoes. The inquirer has already made a success of three Canadian lines. Inquiries to be addressed to Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1402. **Cotton and woollen piece-goods.**—A Milan firm desire to buy on their own account Canadian cotton and woollen piece-goods.

1403. **Furs and leathers (tanned).**—House of representatives at Milan desires to represent Canadian houses prepared to export dressed and undressed furs and tanned leathers.

1404. **Cutlery, perfumery, toilet articles and novelties.**—A Leghorn firm wish to hear from Canadian exporters of the foregoing articles.

1405. **Fishing boats.**—A firm in Milan desires to buy fishing boats of from 30 to 40 feet in length and equipped with 15 to 20 horse-power motor. Fishing nets are also asked for.

1406. **Tools, machinery, chemicals, aniline colours, canned goods.**—A firm in Milan wish to act as exclusive agents for Canadian firms in the foregoing commodities.

1407. **Wood-pulp.**—A very important firm at Naples desire to enter into connection with Canadian producers or exporters of wood-pulp.

1408. **Horseshoe nails.**—A firm located in Yokohama, with offices in Russia, are in the market for horseshoe nails, for marketing in Russia. Samples, prices, etc., are requested.

1409. **Candy, chewing gum, canned goods, boots and shoes, rubber and leather goods.**—A native of Denmark who spent a number of years in Canada has returned to his native country for the purpose of developing Canadian trade. He speaks and writes the three Scandinavian languages and is also fluent in English and French. He proposes to take orders on a commission basis and would like to have samples, prices and terms of sale for the following articles: candy, chewing gum, canned goods, boots and shoes, rubber goods, leather goods, travelling goods. Good Canadian references in Toronto, Hamilton and Winnipeg.

1410. **Ladies' gloves, hosiery, etc.**—An agent who is going to England as representative of manufacturers of ladies' gloves, hosiery, etc., would like to arrange with manufacturers of a few other lines to represent them in the United Kingdom. He is especially interested in leather goods and underwear.

1411. **Condensed milk, canned fish.**—A firm of importers at Havre, France, desire to import from Canada condensed milk and canned fish.

1412. **Foodstuffs.**—A Danish firm would like to be brought in touch with Canadian shippers of butter, flour, canned goods (lobster, salmon, etc.), and other lines suitable for importation into the Scandinavian countries and the Baltic states.

1413. **Agricultural machinery, wickerwork.**—A commission agent of Copenhagen desires to import agricultural machinery and wickerwork from Canada; also other suitable lines for Scandinavian countries.

1414. **Representation.**—A Copenhagen commission agent seeks connections in Canada for manufactured articles and raw materials. Catalogues and samples desired, and quotations giving a fair commission.

1415. **Foodstuffs.**—A firm of importers in Copenhagen wish to import foodstuffs from Canada.

1416. **Lard, oleo, tallow and oils, linseed and packers' products.**—A merchant in Copenhagen, Denmark, who imports on his own account and also acts as commission merchant, wishes to get into communication with Canadian producers of lard, oleo, oleo stock, tallow and oils for edible as well as technical use. He is particularly interested in getting supplies of linseed for crushing in Danish oil mills. He is also interested in packers' products such as bacon, pork and canned meats.

1417. **Paper clips, coil springs.**—A British firm require from ten to twenty million paper clips and large quantities of furniture coil springs.

1418. **Representation.**—A British engineer holding an important position in one of the railways of Brazil has decided to establish himself in business as commission merchant. He would like to get into communication with Canadian firms manufacturing rails, rail accessories, rolling stock and locomotives for metre gauge line, adapted for transport of sugar cane, also sugar mill machinery, cotton gins, motor lorries, steelwork for buildings, expanded metal for reinforced concrete, steel doors for warehouses, cement, paints, patent roofing, pressed steel, sheet piling, etc.

1419. **Glass chimneys, etc.**—A Lancashire firm ask for the addresses of Canadian manufacturers of glass chimneys for petroleum oil lamps and incandescent glass.

1420. **Groceries.**—A company in the north of England wish to hear from Canadian packers of canned fruits, honey, condensed milk, and manufactures of glucose, who can fill orders.

1421. **Veneer chair seats.**—A firm of chair manufacturers in Lancashire are open to purchase large quantities of veneer chair seats from Canada.

1422. **Hardware, machinery, etc.**—A London firm, with established connections in India, Egypt, South America, Denmark and Holland, are desirous of securing the agency of Canadian manufacturers of iron and steel products, agricultural implements, tools of all kinds, oil and gas engines, and machinery.

1423. **Suction gas plants and engines.**—An Irish company desire the names of Canadian manufacturers of suction gas plants and engines, to be worked exclusively by peat fuel.

1424. **Agencies.**—A South African commission firm, whose principal will visit Canada about September-October next, is prepared to take up the South African representation in such lines as hardware, piece-goods, underclothing, hosiery, corsets, fancy goods, jewellery, optical goods, boots and shoes, leather, and any general line. The inquirer will call on any firm advising in care of the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

1425. **Windmills.**—An Orange Free State firm request correspondence from Canadian manufacturers of a galvanized steel windmill. Catalogues and prices requested with first correspondence.

1426. **Flour.**—A Kimberley broker covering all centres of South Africa is prepared to take up a Canadian flour agency, and correspondence from exporting flour-mills is requested.

1427. **Agencies.**—A Cape Province mercantile broker is prepared to consider Canadian agencies for manufacturers, shipping, or commission houses. Correspondence with complete details of offer requested.

1428. **Oil stoves and heaters.**—A Transvaal firm of wholesale jobbers inquire for supply from Canadian manufacturers of oil stoves and heaters. Catalogues and price lists are requested.

1429. **Agricultural implements.**—A Transvaal firm with headquarters in Johannesburg ask for quotations on ploughs, cultivators and small agricultural implements only. Catalogues are requested with quotations. This firm are not interested in agricultural machinery such as threshing machines, binders, etc.

1430. **Agencies.**—A Johannesburg firm of established agents are prepared to take up Canadian agencies in foodstuffs, hardware and proprietary lines.

1431. **Agencies.**—A Pretoria dealer purposes taking up the agency business, and is prepared to consider the representation of Canadian firms exporting to South Africa. The inquirer will be visiting Canada about October next. Correspondence is requested.

1432. **Pianos.**—A Cape Town firm of commission agents, with long experience in the piano trade are prepared to take up a Canadian agency in a line of pianos.

1433. **Agricultural implements and machinery.**—A Cape Province firm of dealers in agricultural implements and machinery ask for catalogues and price lists on the latest manufacture of same.

1434. **Machinery, agricultural.**—A Farmers' Federated Co-operative Association, with headquarters in Johannesburg, are prepared to purchase any of the following: Threshers, pumps, shellers, milling machines, grinding mills, chaff cutters, cornstalk cutters, harrows, mowers, rakes, ploughs (all classes), corn planters, cultivators, baling presses, windmills, oil and petrol engines, boiler, sheep-shearing plant, cranes, electric motors, tractors, irrigation plant, fertilizers, disinfectants, sheep and cattle dip, fencing materials (iron and steel), pipes and piping, and other material used by farmers.

1435. **Agencies.**—A Cape Town commission firm covering all centres of South Africa are prepared to take up the representation of Canadian firms manufacturing for export agricultural implements and machinery, dairy implements and machinery, lighting systems, engines, machinery, all kinds, and engineers' specialties.

1436. **Agencies.**—A Cape Town commission firm covering all centres of South Africa are prepared to take up the representation of Canadian firms manufacturing binder twine for export.

1437. **Agencies.**—A Cape Town commission firm covering all centres of South Africa are prepared to take up the representation of Canadian firms manufacturing for export, iron and steel, wire, all kinds, and spades and shovels.

1438. A commission agent in Lyons, France, having travellers visiting St. Etienne, Roanne, Grenoble, Valence, Macon, Chalon sur Saone, Chambery, Annecy, and Bourg wishes to act as representative of Canadian exporters of food products, chemicals, silk and haberdashery. He has special agents for each of these classes of articles. Can furnish references, both commercial and banking.

1439. **Frozen fish, foodstuffs.**—A fish firm in Marseilles, France, having an organized service of transport by trucks going back and forth to nearly every port of France and having large warehouses in Marseilles where goods may be stored, wish to get into communication with Canadian exporters of frozen fish. They would also be glad to accept the agency for any other kind of foodstuffs exported from Canada.

1440. **Timber and metals.**—A firm of importers, steamship agents and forwarding agents in Genoa, Italy, wishes to get into communication with Canadian exporters of timber, metals and manufactures of metals.

1441. **Representation.**—A firm of commission merchants of Havana, Cuba, desire to represent Canadian exporters of white oats No. 2, hay, and potatoes in bags and barrels.

1442. **Potatoes.**—A commission agent and importer in Havana, Cuba, could take large consignments of potatoes in barrels of 160 to 180 pounds.

1443. **Canned fruits and vegetables.**—A firm in Havana, Cuba, is willing to accept shipments of canned fruits and vegetables on consignment financed by them with an advance up to 50 per cent of invoice value, balance to be remitted direct, with their account of sale.

1444. **Canned fish, flour and pulp.**—A Greek merchant in Egypt wishes to import canned fish, flour and pulp from Canada.

1445. **Peas.**—An important firm in Le Mans, France, would like to secure supplies of Canadian smooth-seeded or wrinkled-seeded peas. They ask for quotation from firms able to supply large quantities.

ENGLISH COASTING AND CONTINENTAL FREIGHTS.

(*Trade Commissioner H. G. Brock, London, in United States Commerce Reports.*)

The orders of the British Shipping Controller reducing coasting freights by 25 per cent is expected to have an effect on freights generally, and in many cases the fall is greater than 25 per cent, according to an article in the *Morning Post* for April 12. Freights from the Tyne to London have dropped from 17s. (\$4.14) per ton early in April to 10s. 6d. and 11s. (\$2.56 and \$2.68) per ton. On the other hand, outward freight rates to the Continent show a tendency to harden. From Newcastle to Antwerp, 32s. 6d. (\$7.90) per ton has been paid, and from the Tyne and Bristol Channel ports, 42s. 6d. (\$10.34) per ton is being paid for steamers ready to sail for Gibraltar. There is also a strong demand for steamers to northern French ports. For fruit shipments from Spanish ports to the United Kingdom, 120s. (\$29.20) per 100 cubic feet has been paid, and to Antwerp £9 (\$43.80) per 100 cubic feet is offering. Algiers offers 44s. (\$10.70) per ton for steamers outward from the Tyne, and 17s. 6d. (\$4.25) per ton to the United Kingdom from Algiers.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Canada, White Star-Dominion Line, about June 21; *Scotian*, C.P.O.S. Line, about June 26; *Minnedosa*, C.P.O.S. Line, about June 27; *Scandinavian*, C.P.O.S. Line, about June 28; *Grampian*, C.P.O.S. Line, about July 2; *Metagama*, C.P.O.S. Line, about July 9.

MONTREAL TO LONDON.

Inkula, Cunard Line, about June 27; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about June 28; *Batsford*, C.P.O.S.-Furness Line (C.P.O.S.), about July 5.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 20.

MONTREAL TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about June 28.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about June 24; *Monmouth*, C.P.O.S. Line, about July 12.

MONTREAL TO MANCHESTER.

Manchester Hero, Manchester Liners, about June 19; *Manchester Division*, Manchester Liners, about June 28; *Manchester Brigade*, Manchester Liners, about July 3.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about June 20; *Grampian Range*, Furness Line, about June 24.

MONTREAL TO DUBLIN.

Lord Downshire, Head Line, about June 25.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about June 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan MacWilliam, Houston Lines, about June 25; **Canadian Ranger*, Can. Govt. Mer. Marine, Ltd., about July 1.

* Sails to Buenos Aires only.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, *Sydney*, *Auckland*, *Wellington*, *Lyttleton* and *Dunedin* (Port Chalmers).
Waipara, New Zealand Shipping Co., about June 28.

From St. John.

ST. JOHN TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about June 28.

From Vancouver and Victoria.

VANCOUVER AND VICTORIA TO HONOLULU, SUVA (FIJI), AUCKLAND, AND SYDNEY.

Niagara, Canadian-Australasian Royal Mail Line, about July 2.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Africa Maru, Osaka Chosen Kaisha, about July 9.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about July 12.

NEW PROCESS FOR THE CONTINUOUS DISTILLATION OF TAR.

(*Consul Percival Gassett, Leeds, England, in United States Commerce Reports.*)

The above process was invented in 1911 by Harold P. Hird, of Dewsbury, Yorkshire, and has been patented in America as well as in other countries. The inventor of it, accompanied by his brother, S. Arnold Hird, formerly manager of Brotherton & Co.'s picric acid works at Wakefield, Yorkshire, and by his chemical engineer, Charles W. Pashley, also an expert in tar distillation, visited the United States in February in order to introduce the Hird process there. Mr. Harold P. Hird has already erected about 130 similar plants in England, Japan, and Australia, at a cost of about \$1,500,000, all of which he stated are now working with entire success.

The Hird process is now rapidly superseding all processes for the distillation of tar hitherto used in Great Britain. The inventor claims that his plant costs less to install, occupies one-third of the previous space needed for given output, and is a cheaper process to work—in fuel, labour, and wear and tear of plant—than any hitherto known in Great Britain. In one case, in Yorkshire, Mr. Hird stated the entire cost of erecting the necessary plant and works was returned in the first twelve months' operation of it.

By the Hird process, the tar is distilled continuously, each fraction being given off in uniform quality, the pitch being discharged without cessation, both process and product being free from any noxious or disagreeable fumes. The plant works automatically, and the inventor states that it can be operated by an unskilled man after only one day's training. It can also be used, if desired, for producing prepared tar for dustless-road construction, and tar spraying which comply completely with all the British road board's specifications.

Mr. Harold P. Hird states that he has had a lifelong experience as a chemical engineer with the most prominent chemical manufacturers in Great Britain, and has specialized in the distillation of coal tar, and the purification of its products—such as pure benzol, toluol, xylol, carbolic acid, cresols, pyridene, pure naphthalene, and anthracene, and can erect plants on the most up-to-date lines in use in England.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancom.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

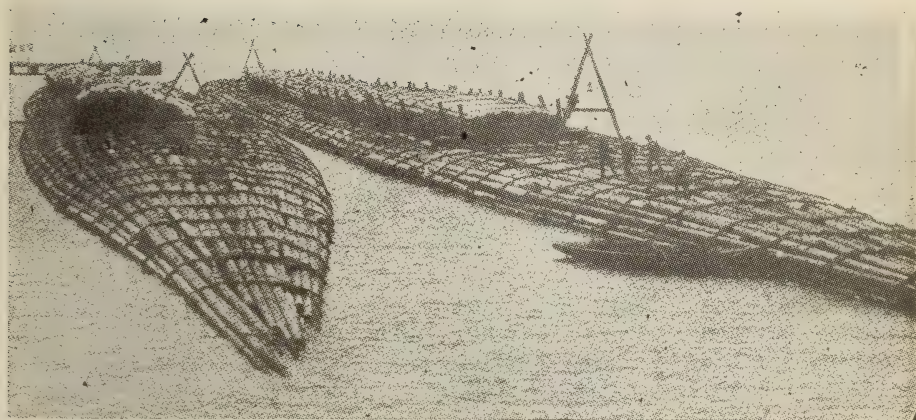
PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915). \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

WEEKLY BULLETIN
DEPARTMENT OF TRADE AND COMMERCE
COMMERCIAL INTELLIGENCE BRANCH
CANADA



Benson log rafts moored in San Diego Harbour after journey of twelve hundred miles from the Columbia River. (See p. 1163.)



Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

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THE MARKET FOR PIT PROPS, RAILWAY SLEEPERS AND TELEGRAPH POLES IN THE UNITED KINGDOM.

TRADE COMMISSIONER J. E. RAY.

Condition of the Pit Prop Market.

Manchester, May 29, 1919.—Previous to the outbreak of war British timber merchants drew practically all their supplies of pit timber from European countries. Approximately three million loads were imported annually, half of which quantity was furnished by Russia and one-third by France. Sweden, Norway and Portugal contributed on a smaller scale to the total. The proximity of these countries to the consuming centres of the United Kingdom gave them an advantage over transatlantic competitors, so that no serious attempt to compete was made by either Canada or Newfoundland. With supplies from the usual sources curtailed, purchasers naturally turned their attention to Canada and Newfoundland, with the result that in 1915 timber limits were taken up even by colliery proprietors, if not in the former country certainly in the latter, and small supplies came from that source for two years. In 1917, however, supplies ceased, and only limited quantities have since been brought in. In 1916 there were signs that Canada might take advantage of the shortage in Great Britain, but it is understood that lack of tonnage prevented the development of a promising trade. The imports from Canada in 1916 exceeded 21,000 loads, but they fell to 1,280 loads in the following year.

At the present time, importers are turning their attention to the old sources of supply again, but with Russia still in a chaotic condition the collieries are managing on scanty supplies. Strenuous efforts have been made to draw timber from the home forests, but transportation difficulties continue to impede progress.

The trade is still under partial Government control, and is likely to remain so until October next at any rate. To what extent Canada will be able to export to the United Kingdom in the future depends upon her ability to compete with countries nearer to the British collieries. Naturally prices can never be so low as they were in pre-war days, and the curtailment of supplies from Russia, the main contributor prior to 1914, prevents any hope of an immediate decline in prices. France appears to be taking full advantage of the situation, for it is stated that her exporters reap a profit of 13s. per ton, while the pitwood importers in South Wales obtain but 2s. per ton.

Railway Sleepers.

Compared with pit props, the imports of railway sleepers are comparatively small. In 1914 the total imports were 216,231 loads, of which Russia furnished 106,096 loads. Canada attempted to capture a portion of this trade in 1916, but her supplies only reached 8,816 loads, and in the following year they fell to nil. The United States took advantage of the decline in imports from Russia by increasing her sale from 1,229 loads in 1914 to 105,890 loads in 1915, and to 155,226 loads in the following year. In 1917, however, her sales fell to 1,025 loads, due to lack of transportation facilities. The effect of the dearth of tonnage is reflected in the total British imports of that year, which were 21,298 loads against 216,321 loads in 1914.

It is felt by timber importers that the forests of Canada should make possible a larger export of sleepers, although the question of competition again with European countries will have to be confronted.

Telegraph Poles.

The British Government is usually in the market for about 50,000 telegraph poles a year. Tenders are solicited in the month of July, and specifications are invariably sent out to recognized contractors to the Government. Before the war it was specified that all poles should be of Russian or Scandinavian red pine. During the last three or four years this stipulation has been somewhat modified owing to circumstances associated with the curtailment of supplies from pre-war sources. It should be stated that Scandinavian exporters found it necessary to utilize the services of British pole merchants, due to the stringent clauses in the specifications, and a similar course should be adopted by Canadian firms anxious to obtain a share of the trade. The leading pole merchants would furnish copies of the specifications.

A CANADIAN LUMBER RAFT TO CROSS THE OCEAN PROPELLED BY ITS OWN STEAM.

In *Weekly Bulletin* No. 749 of June 3, 1918, we published an illustration of a raft of Oregon pine in the form of a boat which was towed from Oregon to Chile. In *Weekly Bulletin* No. 760, August 19, 1918, we published an item in reference to a Swedish project for the rafting of lumber across the North sea. Both these items attracted wide attention among Canadian lumbermen, especially those of British Columbia.

Later on the Commercial Intelligence Branch of the Department of Trade and Commerce secured plans, description and photographs of an ocean raft in the form of a ship carrying its own power plant, which were handed to the secretary of the Canadian Lumbermen's Association for submission to the convention of Canadian lumbermen in St. John, N.B., in April, 1919.

A CANADIAN OCEAN RAFT.

Now it is announced that Sir James Ball, British Timber Controller, has given an order for 2,000,000 feet of cut lumber to be shipped from British Columbia to the United Kingdom in the form of a demountable ship propelled by its own steam. *Industrial Progress*, Vancouver, gives the following description of this lumber ship:—

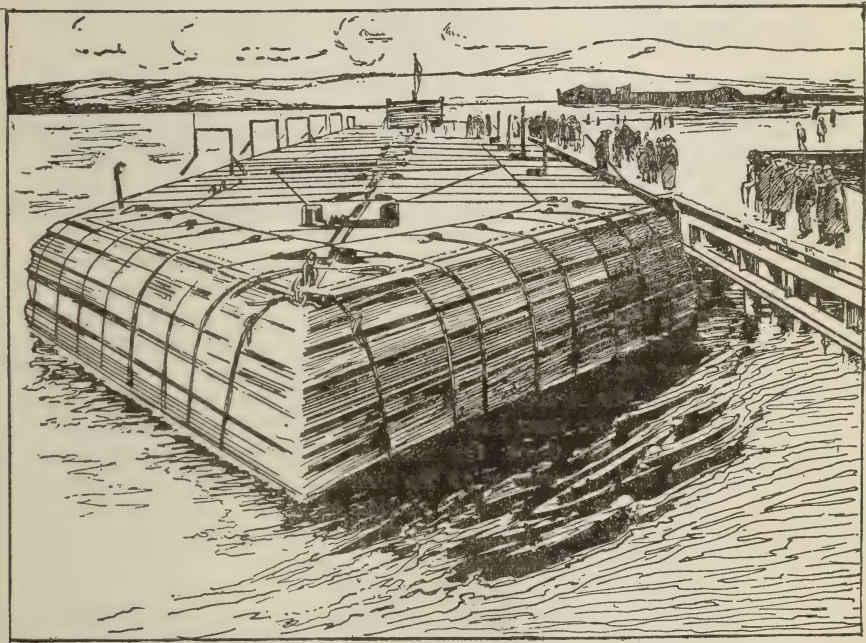
"The scheme is to build the cut lumber into a ship and after arrival at destination to remove therefrom the machinery, which can be sent back for use over again. If the scheme works out as expected by its promoters, it is likely to revolutionize the whole system of off-shore lumber trade and will greatly increase the lumber possibilities for British Columbia timber in foreign countries by reducing considerably transportation cost and by automatically solving the tonnage problem. The method of construction is very simple. Blocks are first laid for the keel and fore-and-aft and cross timbers are then placed in position. When sufficient material has been thus put together to ensure buoyancy enough to keep the bottom high out of the water, the vessel will be launched with donkey engines on board. These are to be used to lift the lumber out of the water and to place in the ship. The lumber will be clamped down securely with bolts and nuts for every eight feet of depth. On arrival at destination, the fastenings can be readily taken off so as to leave the lumber and timber composing the ship immediately ready for distribution. The vessel will be fitted with schooner rig and auxiliary engines, which would be taken out on arrival at destination and either sold, or shipped, back for further use. The promoters confidently believe they will be able to put British Columbia lumber into the European markets at prices that will beat the Norwegian and Swedish competition."

The British Columbia lumber ship was designed by John Arbuthnot and J. H. Price, both of Victoria, B.C. This form of lumber ship will probably be known as an "Arbuthnot."

THE SWEDISH RAFT.

A Swedish raft was put together at Haparanda, Sweden, by a company known as the Rafanut Aktiebolaget, and was floated to Copenhagen. The Swedish raft is described by the *Timberman*, of Portland, Oregon, as follows:—

"The base of the structure is an open framework which tapers fore and aft to a ship-like form. Transverse connections bind this framework together, and down the centre of it is the equivalent of a keel. The trial raft, which reached Copenhagen, is roughly about 375 feet long by 50 feet in beam; but the type adapted to North Sea conditions is 400 feet long and 60 feet beam. The layers of lumber are laid in different directions, but chiefly longitudinally, so that the greatest possible stiffness homogeneity is obtained. The binding of the wood is effected by cables, three beneath the raft and



three on deck, while numerous other cables ingeniously arranged keep the raft intact. The wire cables to which the towing rope is attached radiate from the main straining cables on deck, and meet at a ring bolt situated about where the foremast of a vessel would ordinarily be.

"In the raft which has completed its trial passage there were 4,200,000 feet of lumber, and to tow this the insurance company which accepted the risk insisted upon a steamer of not less than 400 indicated horse-power, and the risk was done at 4½ per cent, which for a trial trip and in the conditions existing in the Baltic—where heavy weather frequently occurs, and where the danger of stranding is probably the greatest risk of all—is particularly moderate. The framework on which the wood is laid does not extend up the sides of the raft, these consisting entirely of the cargo of wood, which excepting the top and bottom layers, is laid alternately in two layers diagonally at an angle of 30 degrees, and one layer straight fore and aft. Naturally, no ends are allowed

to protrude, and thereby the 'minimum of friction while being towed is secured. The method of laying insures that the dimensions of the raft will only be affected vertically by swelling, for which adjustment is provided.

"The North Sea raft is designed for a cargo of eight million feet. Before the scheme was put into operation competent engineers in Sweden were consulted, and the advice of Capt. Edlind, of the famous Neptune Salvage Co., was also obtained as to the dimensions of the cables necessary to secure the load and to tow it, without sacrificing any advantages as regards seaworthiness or simplicity in construction. This applies also to the shape of the raft, and the bindings are so arranged that they shall exercise the necessary pressure on all parts of the raft. The raft is supplied with steering gear and rudder in which the fixed points can without hindrance move in a vertical direction when the wood swells.

"It is estimated that in the gulf of Finland there were at the beginning of 1919 no less than three billion feet of lumber waiting for transport to European ports, which would require 2,100 steamship voyages. The builders of the Rafanut raft believe it possible to build these rafts on the ice during the winter, which would launch themselves automatically with the advent of the spring thaw. About six weeks is required for the construction of a Rafanut."

THE BAYLEY TRANS-OCEANIC TIMBER TRANSPORT.

Another form of timber ship which is designed to cross the ocean under its own steam is the Bayley Trans-Oceanic Timber Transport. This system of building a timber ship has been described by the designer as follows:—

In constructing a Bayley Trans-Oceanic Timber Transport, this can either be commenced on a float in the water, on a beach, or on the ice.

On a beach: By this method we begin by making a platform of planks wide enough to extend across the width of the transport. On this are laid the bottom steel rods first transversely, then longitudinally, five feet apart each way, and when these rods cross one another upright rods are erected, fastening the thin rods together by welding, tying, or any other suitable form of fastening, though we find in practice that the tying method is the strongest, cheapest and quickest method to use. After a number of sections of rod has been laid on the platform we staple a covering of 1 to 1½ square feet of timber over these, this flooring forming the bottom of the cargo. Then this much of the raft is launched off the platform into the water, the steel structure being readily floated by the attached portion of cargo, more rods are then laid, attached and covered with 5 feet timber until finally the full length and width of the bottom has been laid and floated and we are now in readiness to proceed with the loading and binding together of the balance of the cargo.

"On ice: If we were starting the raft in winter on ice, we would merely lay out the framework for the bottom on the ice, fasten the uprights into place and proceed to staple the first tier of timber into place and then proceed with the loading of same as in the first instance.

"In the water: A float of lumber would be built the size and shape of the bottom required; we then proceed by building a float of lumber the size and shape of the bottom required, and lay the rods in place, fastening the points of intersection and stapling the entire framework securely down on the float, which then becomes the bottom of the transport and then proceed to load as usual.

"In the knotting or tying method of construction the mild steel rods are bent at standardized points, five feet apart, into simple rings or curls in the rod, the rods being cut so as to give lengths of 20 feet after bending, that is, each rod extends over 4 sections of 5 feet each, and these rods extend across the width of the transport, but in construction care must be taken to have joints broken, so as to prevent the rows of rod ends all coming in the same places. This is easily accomplished by having alternate rods bent up at the side to form uprights, and using an extra transverse rod in that particular section. The upright rods are so cut as to form a ring on a hook at one extremity and give 5 feet 6 inches clean in lengths. In laying a section, a transverse



Bayley Trans-Oceanic Timber Transport. First bottom section with five feet deep of timber loaded on.



The Bayley Trans Oceanic Timber Transport. The finished deck looking towards the bow from mainmast. Note the final network of steel binding the cargo together and connecting all upright rods throughout the cargo and the side rods.

and a longitudinal rod are laid at right angles to one another so that their rings come together on top of the cargo at any one of the five-foot stages of construction. The rings being pressed over the straight top end or upper six inches of the upright. Immediately below them a new upright five feet six inches long is then hooked into the two rings. The hook on this new upright is closed and the straight top of the upright immediately below is bent over and clinched into a tight ring, thus forming a very secure joint, consisting of four times as much metal as any one of the rods composing it, yet this point is only called upon to bind together the immediate five-foot cube of cargo lying nearest to it, and is quite independent of all other cubes. By bending the rods to standardized dimensions the method of construction can be carried forward very rapidly, as we are independent of weather conditions, and it is only necessary to load the transport up to any particular stage, level off the cargo carefully, seeing that all bits of timber and logs are fitted against its neighbour, and everything being made as smooth as possible. The standardized rods are brought along and laid into place, being threaded on to the protruding six-inch ends of the uprights, which are buried in the tier of cargo immediately below these rods, being laid into place longitudinally and transversely. The short upright rods are hooked into place, the hook closed on this and a hook bent on the end of the upright immediately below, and then we are ready to proceed with stowing more cargo immediately on top of these rods and between the new set of uprights until finally the required thickness of the transport has been arrived at, care having been taken to conform to the general outline of the vessel, which is on account of the flexibility of the rods and the timbers being used.

"When the top of the cargo is being stowed a rounded or whale back is given to it, so as to skid the seas easily from the deck, and as there are no bulkworks on the transport, there is nothing to catch the water or hold any undue strain, the seas merely passing over it. The upright side rods are gradually bent in and finally merge into the transverse rods, all being drawn tightly over the cargo by turnbuckles attached to the nearest opposite rings on any two opposing ends of transverse rods and this further reinforced by tying these ends when drawn together. The whole structure is simply a huge solid bundle of timber or lumber bound with steel rods outside and knitted through its entire body by similar steel rods extending in seven different directions, that is (1) by longitudinal rods, (2) transverse rods, (3) perpendicular rods, (4) by two series of rods extending vertically but placed at an angle of 45 degrees to the general framework and inclined towards the stern, one of these rods being placed every 20 feet along its plane, (5) by a similar two series of rods inclined towards the bow and meeting the first two series on the same planes, these four series forming sway braces throughout the cargo and being attached to the general framework at its points of contact, forming right angles throughout the squares in their respective places, (6) by two similar sets of sway braces set on the deck when the cargo is one-quarter way loaded and extending horizontally, (7) by two similar series of sway braces set on the three-quarter deck cargo. These braces prevent any possible torsion or back kicking of the cargo.

"In loading the cargo, care is taken to build three strong backs of heavy timber which are extended to the top of the decks. These constitute 3 keels. Bulkheads of timber from say twenty to thirty feet apart are built in from one side of the vessel to the other. The sides of the vessel are at least from 3 to 5 feet in thickness, of square timber, when carrying a general cargo of lumber, etc.,—one through the centre and one on each side fifteen feet apart. When the cargo is square timber, it is absolutely solid. The upright construction rods are stapled to these as the cargo is loaded, and besides, this timber is held together by drift bolts which may be withdrawn when unloading these strongbacks or thick solid walls of timber. Where the power plant is installed, these strongbacks are bolted together by screw bolts and drawn in to conform to the sides of the power house, rendering it a great reinforcement of solid walls of timber. The power plant is protected by 25 feet of reinforced timber on the sides, 14 feet on the top, and 8 feet on the bottom. The timber underneath it and immediately supporting it being all squared and securely bolted together, forming a solid timber

foundation. Wherever practicable in the power chamber bulkheads reinforced by square timbers are erected, similar to timbering a mine, so that there is no possibility of crushing in the power house by weight of timber around the sides or overhead.

"This vessel floats at about one-fifth of her depth above water so that the engine and crew's quarters being buried deep in the cargo are amply protected. The vessel cannot be tossed about on the top of the sea, on account of her heavy draught, and owing to her construction the seas wash over the deck, so that she is in reality a semi-submarine."

BENSON LOG RAFTS.

On the title page of the *Weekly Bulletin* this week we reproduce from the *Timberman* an illustration of the Benson log rafts moored in San Diego harbour, after a journey of 1,200 miles from the Columbia river. Each raft in this illustration is 900 feet in length, 55 feet wide and draws 28 feet of water. About four million feet of logs constitute a raft of this size. They are built near Clatskanie, Oregon, on the Columbia river. Each contains about 190 tons of chain. Approximately fifteen days are required for the voyage down the coast to San Diego, California.

NOT WISE TO ERAW CONCLUSIONS TOO SOON.

Of course it is still uncertain whether this system of transporting lumber will prove an economic success. The British Columbia experiment will be watched with interest. Until a test has been made it will not be wise to draw conclusions.

TRADE OF JAPAN IN 1918.

TRADE COMMISSIONER A. E. BRYAN.

Exports.

The balance of trade in favour of Japan for the calendar year 1918 amounted to yen 293,956,835. The year's total export business was the largest ever recorded in the nation's history, and was yen 359,095,620 more than in 1917 and yen 370,999,207 over the year 1914.

In looking over the figures following it will be seen that there was an increase made in every group of exports with the exception of sugar and confectionery, ores and metals, and clocks, scientific instruments, etc.

GRAINS, FLOURS, STARCHES AND SEEDS.

Rice was very scarce in Japan last year, and on account of the numerous riots due to the high price of this foodstuff, there was a law passed forbidding its export without special license. As a result, exports were reduced by over yen 6,000,000, as compared with 1917, Hawaii (yen 4,167,965), United States (yen 1,681,386), and Canada (yen 1,051,687) being the chief consumers.

BEANS AND PEAS.

It is interesting to note that Japan has greatly increased the export of beans and peas to Canada. In 1916 Canada bought beans and peas to the value of yen 478,677, which increased to yen 1,199,539 in 1917 and to yen 2,913,521 in 1918. In this connection the following statistics may be of interest:—

Export of Beans and Peas in 1918.

	Yen. 1918.	Yen. 1917.	Yen. 1916.
Great Britain.. . . .	7,766,754	9,472,330	8,123,786
France.. . . .	5,274,534	37,253	1,714,609
United States.. . . .	38,473,489	21,508,570	5,617,775
Canada.. . . .	2,913,521	1,199,559	478,677
Other countries.. . . .	1,453,054	1,413,361	204,824
Total.. . . .	55,881,352	33,631,073	16,139,671

TEA.

Statistics show that Japan in 1916 exported tea to Canada to the extent of yen 2,865,157, as compared with yen 1,967,931 in 1917. Japan sent over yen 19,000,000 worth of tea to the United States, but Canada was her second best customer.

AQUATIC PRODUCTS.

China is the greatest market for Japanese fish of all kinds. Of the total yen 17,099,349 exported, more than yen 14,000,000 worth was indented to China and Hong Kong, the other markets being the Straits Settlements and Asiatic Russia. Sugar exports fell on account of small shipments to British India and Russia compared with former years.

ALCOHOLIC LIQUORS.

Japanese sake exports increased a little over 1917. This native drink is sent for the most part to those countries where Japanese are living in fair numbers, such as China, the United States and Hawaii.

As for beer, Japan has made great strides during the last few years in the shipments of this beverage, as the following figures will show:—

Exports of Beer from Japan.

	1918. Yen.	1917. Yen.	1916. Yen
China.. . . .	910,440	599,422	703,519
Kwantung Province.. . . .	319,915	309,021	288,390
Hong Kong.. . . .	271,330	245,964	141,319
British India.. . . .	3,724,750	2,221,612	911,775
Straits Settlements.. . . .	952,870	641,989	318,976
Dutch India.. . . .	1,188,334	583,881	243,576
Other countries.. . . .	304,943	267,313	140,538
Total.. . . .	7,672,593	4,869,202	2,748,093

LEATHER.

Most of the leather exported from Japan goes to China. Considerable quantities are also taken by Russia, India and Great Britain. Prior to the war Germany bought quantities of hides here, but since then the Japanese tanneries have made great progress and are now turning out large quantities of various kinds of leather. As Japanese sole leather is rather soft, the imported American or Canadian oak-tanned sides are generally preferred by the shoe trade. Ever since the Russian Government's orders for boots ceased there has been very little imported leather sold.

OILS, FATS AND WAXES.

There was an increase in the export under this heading of about yen 17,000,000. Most of these vegetable oils were taken by America and Great Britain. The raw material from which these oils are manufactured is brought in from Manchuria, China and Russia.

DRUGS AND CHEMICALS.

Great advancement has been made by the Japanese in the manufacture and export of certain chemicals, chief among which may be mentioned acetic acid, calcium carbide, zinc dust and copper sulphate. Safety matches were consigned mainly to British India, Hong Kong, China, the Dutch Indies, Australia and the Straits Settlements.

DYES.

The Government is doing as much as possible to encourage the production of dyes in Japan. Although great headway has been made in some directions, there have as yet been no exports, with the exception of the coal tar dyes. But the market is so large here that it will take Japan all her time to compete at home with those which are imported from America, Great Britain and elsewhere.

SILK YARNS, TISSUES, HANDKERCHIEFS, ETC.

On account of European countries being engaged chiefly on a war production basis, Japan has practically had the silk trade to herself during the last couple of years, which accounts for the fact that there was probably a larger increase in the exports of silks than of any other commodity. Foreign buyers, many of whom prior to the war bought in France, Italy and other countries, flocked to Japan to buy silk of all kinds. Japan has been having much success in the manufacture of those very fine silk piece-goods which formerly were only to be obtained in Europe, and as a result much new business has been obtained from all quarters. In cotton goods also, there has been a heavy increase in exports, particularly to China, where Japan has been able to secure a good foundation due to the fact that British goods have been off the market during the last few years.

'PAPER.

Japan now makes many kinds of paper, but for the most part of the lower grade. The high-grade paper such as art paper, bonds, and ledger paper, as well as special lines, are not manufactured here to any extent. The following figures showing countries to which paper is exported, may be of interest:—

EXPORTS OF PAPER.

	1918. Yen.	1917. Yen.	1916. Yen.
China.. . . .	9,575,972	6,354,485	4,687,426
Kwantung Province.. . . .	2,972,503	1,925,102	1,333,103
Hong Kong.. . . .	2,039,982	1,865,660	723,130
British India.. . . .	3,866,633	2,287,336	602,557
Straits Settlements.. . . .	1,077,765	342,123	163,675
Asiatic Russia.. . . .	914,303	268,867	1,086,119
Great Britain.. . . .	204,802	173,764	220,768
United States.. . . .	529,482	569,656	316,589
Australia.. . . .	1,025,552	336,659	216,280
Other countries.. . . .	6,261,806	1,971,664	434,391
Total.. . . .	28,468,800	16,095,316	9,784,038

As Canada supplied last year about 75 per cent of the total imports of paper pulp, it is to be supposed that a great deal of this was re-exported in the form of paper.

OTHER EXPORTS.

During the war Japan made much development in the production of Portland cement. From a capacity of 4,415,000 barrels in 1914, the total output of the mills has grown to 8,000,000 barrels per year. Exports go principally to China, India, Straits Settlements, Dutch Indies, Philippine Islands, and Australia.

BICYCLES.

Japanese manufacturers have during the last two years begun to export cycles. In 1917 bicycles to the number of 5,352 were exported, whereas last year 7,508 were indented abroad, chiefly to such places (in order of importance) as the Dutch Indies, the Straits Settlements, China, Philippine Islands, Canada (222 in number, value yen 4,539) and New Zealand. Whereas there are no bicycles imported now to any extent, there is quite a demand for bicycle accessories, such as chains, spokes, and coaster brakes, and if Canadian makers can compete with the United States and England, they should be able to get business here.

BOX SHOOKS.

The chief markets for Japanese box shooks are British India and the Straits Settlements, while large quantities are also sent to China and the Dutch Indies.

Japanese shooks are made from native woods—either the Momi or Tsuga, and the standard sized shooks (24-inch by 19-inch by 19-inch) before the war sold at 50 sen. Prices now, however, are up to about 95 sen. Tea chests and rubber chests are also made from these woods.

RAILWAY SLEEPERS.

In Japan railway sleepers are made chiefly from chestnut, but owing to the growing scarcity of this particular lumber, are also cut from softer woods such as pine, sen, beech, tamo, etc., and are exported in large quantities to China.

TOYS.

Toy exports increased by nearly two million yen in 1918 as compared with 1917. This industry has grown very much since German goods have been off the market. Many of the Japanese toys are manufactured by household labour, and consequently are very cheap. They are consigned all over the world, but the chief buyers are Australia, United States, India, China and Canada.

EXPORT FIGURES FOR 1916, 1917 AND 1918 COMPARED.

The subjoined figures, showing the total exports from Japan for the calendar years 1916, 1917 and 1918, will be of interest:—

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Grains, Flours, Starches and Seeds—</i>			
Total.....	106,865,186	79,716,299	36,134,700
Barley.....	7,854	158,837	—
Oats.....	—	17,896	86,793
Soya beans.....	134,166	208,594	77,878
Red or white beans (small).....	160,787	909,687	106,971
Pease.....	22,819,621	8,039,853	7,873,069
Kidney beans.....	30,194,036	22,559,918	6,758,672
Ground nuts.....	2,525,808	1,835,444	1,286,001
Wheat flour.....	11,765,471	13,648,394	2,266,107
Starch.....	29,610,175	14,966,455	4,955,731
Other.....	216,008	185,834 }	
<i>Beverages, Comestibles and Tobacco—</i>			
Total.....	101,086,346	91,452,229	68,251,732
Tea.....	23,056,397	21,756,246	16,081,977
Fish and shell fish.....	589,176	354,640	254,904
Fish, dried—			
Cuttle.....	3,147,793	4,129,606	3,067,560
Cod.....	1,543,138	1,064,256	703,298
Sardine.....	29,163	59,338	23,986
Fish, salted—			
Trout.....	722,688	773,182	696,497
Herring.....	9,644	5,001	5,003
Sardine.....	30,747	54,769	30,759
Sardines, boiled and dried.....	259,768	278,540	296,306
Shell fish, dried—			
Awabi or abalones.....	740,603	394,819	429,955
Ligaments of scallops.....	1,194,524	844,545	1,134,283
Mussels.....	98,695	125,570	97,785
Oysters.....	122,919	140,556	90,639
Razor clams.....	99,480	99,951	78,264
Shrimps and prawns, dried.....	807,875	554,165	556,008
Sugar and confectionery.....	25,273,459	27,612,599	17,430,709
Alcoholic liquors, beer, etc.....	10,650,978	7,227,985	4,875,358
Other beverages, and comestibles (in tins and bottles).....			
Total.....	24,190,904	18,864,628	16,699,757
Crabs.....	4,569,783	4,454,747	3,305,325
Salmon.....	1,094,208	301,757	261,013
Tobacco.....	815,259	1,801,576	677,272
<i>Skins, Hairs, Horns, Tusks, etc., and Manufactures thereof—</i>			
Total.....	8,224,760	7,528,271	5,766,159
Furs.....	1,401,576	801,339	543,846
Leather.....	4,459,925	3,890,680	1,671,854

EXPORT FIGURES FOR 1916, 1917 AND 1918 COMPARED—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Oils, Fats, Waxes and Manufactures thereof—</i>			
Total..	45,803,576	28,976,105	21,657,677
Cocoonut oil..	13,734,668	7,116,579	—
Soya bean oil..	1,514,142	1,248,265	921,292
Cotton seed oil..	604,163	309,167	—
Camphor oil..	268,070	316,132	308,275
Peppermint oil..	549,716	593,614	844,508
Fish oil and whale oil..	4,896,363	3,625,503	3,384,579
Soaps..	4,602,239	3,826,329	1,846,592
<i>Drugs, Chemicals, Medicines and Explosives—</i>			
Total..	73,660,248	65,882,073	56,820,585
Sulphur..	3,569,289	6,142,793	6,215,539
Iodine..	407,028	331,479	17,096
Acetic acid..	3,599,509	3,513,010	—
Sulphuric acid..	408,450	503,594	1,517,617
Copper sulphate..	705,772	785,724	—
Caustic soda..	486,901	133,278	—
Iodide of potash..	1,156,469	1,039,689	1,189,536
Chlorate of potash..	2,728,951	2,384,073	—
Bleaching powder..	1,328,270	1,485,709	984,133
Calcium carbide..	5,476,060	853,852	—
Naphthalin..	366,445	393,611	—
Camphor..	3,686,375	5,304,157	6,287,795
Menthol crystals..	1,544,307	1,594,327	2,410,628
Insect powder..	411,013	338,171	417,842
<i>Prepared perfumeries—</i>			
Tooth powder and paste..	663,004	427,424	337,568
Toilet powder..	354,701	284,365	210,658
Other..	438,731	279,245	419,152
Gauze, wadding and bandages..	1,183,110	1,010,611	—
<i>Matches—</i>			
Safety..	22,925,488	19,607,425	16,174,038
Other..	4,817,175	4,978,542	4,929,155
<i>Dyes, Pigments, Coatings and Filling Matter—</i>			
Total..	13,262,729	6,534,016	5,583,325
Metal powders..	462,815	793,119	—
Pencils..	2,045,758	2,104,096	1,248,354
Inks..	773,459	456,579	338,894
Paints..	4,331,079	504,783	236,484
<i>Yarns, Threads, Twines, Cordages and Materials thereof—</i>			
Total..	588,217,654	501,850,937	369,346,992
Silk..	412,848,904	382,614,119	282,617,316
Linen yarns..	1,391,843	328,936	—
Cotton yarns..	3,945,103	1,766,368	1,451,341
Lace threads..	1,134,962	863,699	775,909
Threads and twines of flax, hemp, jute, etc..	1,309,211	580,444	—
Cordages and ropes of hemp, jute, etc..	956,927	402,721	389,669
Woollen or worsted yarns..	2,598,811	2,408,523	1,544,880
<i>Tissues and Manufactures thereof—</i>			
Total..	408,650,468	225,706,973	143,954,971
Silk tissues..	117,532,821	62,857,728	50,631,778
<i>Cotton tissues—</i>			
Striped tissues..	6,112,419	4,420,804	1,567,657
Spotted tissues..	349,678	231,997	130,952
Japanese towelling, plain weaves..	70,786	86,623	106,707
Imitation nankeens..	11,333,747	10,646,179	5,960,887
Dyed imitation nankeens..	1,282,300	1,070,491	319,314
Drills and twilled shirtings..	52,998,650	26,823,517	13,138,983
<i>Cotton crapes—</i>			
Not exceeding 20 inches..	55,339	43,069	39,240
Exceeding 20 inches wide..	6,883,347	3,962,903	3,059,992
<i>Cotton flannels—</i>			
Not exceeding 29 inches..	5,323,470	7,278,725	3,731,117
Exceeding 29 inches wide..	4,291,483	3,558,667	2,408,940
Shirtings and sheetings, grey..	83,241,555	40,177,295	18,497,195
Shirtings and sheetings, white..	15,037,942	5,001,308	1,866,976
Cotton prints..	7,745,556	5,664,883	—
T-cloths..	15,301,880	7,380,521	2,695,198
Cotton ducks..	3,119,038	1,459,998	1,449,118
Other cotton tissues..	17,566,215	6,537,301	3,087,623
Woollen cloths and serges..	3,287,085	4,000,348	5,797,625

EXPORT FIGURES FOR 1916, 1917 AND 1918 COMPARED—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Tissues and Manufactures thereof—Con.</i>			
Blankets and blanketings—			
Of cotton.. . . .	4,786,733	2,927,504	1,441,164
Of wool or wool and cotton	1,484,434	825,742	533,564
Manufactures of tissue.. . . .	31,031,763	22,238,174	20,239,372
Carpets and carpeting.. . . .	3,159,566	2,519,218	2,371,017
Table cloths.. . . .	1,884,309	2,879,776	2,898,057
Doilies and centres.. . . .	627,039	1,295,070	—
Fishing nets.. . . .	1,332,590	988,406	626,623
Lamp wicks.. . . .	475,058	169,845	—
Tents and awnings.. . . .	38,126	367,671	—
Gunny bags.. . . .	1,496,742	261,535	239,821
Cotton bags.. . . .	2,306,338	1,268,971	—
<i>Clothing and Accessories thereof—</i>			
Total.. . . .	83,001,418	64,618,493	65,885,588
Shirts, stiffened.. . . .	380,040	431,473	300,807
Collars and cuffs.. . . .	282,301	149,884	120,479
Undershirts and drawers—			
Of cotton knit.. . . .	18,671,376	16,718,976	28,834,391
Of cotton crape.. . . .	3,945,564	1,517,300	1,446,454
Of silk.. . . .	312,919	112,468	124,374
Other.. . . .	894,842	233,233	207,854
Gloves—			
Knitted.. . . .	6,807,841	4,608,392	1,826,604
Other.. . . .	65,672	48,884	13,845
Socks and stockings—			
Knitted.. . . .	6,665,282	4,883,497	3,274,471
Other.. . . .	366,200	192,116	146,291
Shawls—			
Of silk	1,358,825	308,661	109,762
Other.. . . .	275,444	192,282	153,339
Neckties and scarfs.. . . .	207,756	468,844	378,663
Hats, caps and bonnets—			
Of felt.. . . .	853,081	450,108	95,652
Of straw.. . . .	782,468	421,430	360,606
Imitation Panama hats.. . . .	3,358,802	4,330,887	5,456,441
Other.. . . .	1,721,645	779,445	750,919
Boots, shoes of leather.. . . .	4,067,289	4,705,774	3,512,418
Slippers.. . . .	745,860	521,525	357,867
Other.. . . .	3,786,009	1,399,093	1,154,657
Buttons, of metal, shell, bones, horn, etc.	11,918,076	1,025,969	7,517,028
Jewellery.. . . .	4,544,127	3,489,607	2,401,435
Sashes.. . . .	1,203,892	1,188,559	803,277
Ankle bands.. . . .	2,070,132	1,406,009	699,179
<i>Paper and Paper Manufactures—</i>			
Total.. . . .	37,436,977	22,118,613	14,350,804
Paper, printing.. . . .	5,052,780	7,212,670	4,670,104
" cigarette.. . . .	2,990,931	1,589,834	—
" ganpi and usuyo.. . . .	697,420	574,389	378,359
" yoshino and tenguyo.. . . .	203,639	163,219	128,096
" torinoko.. . . .	1,645,954	471,888	235,950
" renshi.. . . .	2,259,564	723,253	533,331
" toyo	154,316	155,950	126,191
" pasteboard.. . . .	4,664,073	1,354,234	986,259
" hanshi and mino.. . . .	433,115	319,513	267,810
" packing.. . . .	2,281,549	819,233	356,780
" wall.. . . .	135,526	142,426	69,200
" Japanese toilet.. . . .	440,646	252,513	188,436
Paper, other—			
Japanese.. . . .	270,234	277,070	631,153
Other.. . . .	7,239,053	2,039,124	1,212,369
Blank books and note books.. . . .	1,256,360	486,341	310,127
Mouthpieces for cigarettes.. . . .	284,249	159,227	206,733
Paper napkins.. . . .	410,117	301,743	288,586
Labels.. . . .	1,168,876	652,579	363,764
Playing cards.. . . .	531,978	402,851	—
Photographs, calligraphies and pictures.	158,466	176,049	115,453
Books and journals.. . . .	648,981	602,661	492,701
Printed matter.. . . .	1,156,829	674,019	327,658
Waste paper.. . . .	608,042	1,194,750	—
All other paper manufactures.. . . .	2,744,279	1,373,077	2,461,744
<i>Minerals and Manufactures thereof—</i>			
Total.. . . .	41,355,681	31,387,543	24,376,428
Coal—			
Lump.. . . .	27,903,762	22,842,133	17,375,387
Dust.. . . .	4,105,732	3,611,908	3,030,582
Cement, Portland.. . . .	6,010,161	2,678,165	2,719,187

EXPORT FIGURES FOR 1916, 1917 AND 1918 COMPARED—*Continued.*

	1918. Yen.	1917. Yen.	1916. Yen.
<i>Potteries and Glass Manufactures—</i>			
Total..	36,037,329	28,934,191	22,501,402
Window glass..	3,511,962	3,116,759	—
Thermos..	812,389	485,967	—
Other bottles and flasks..	3,842,811	4,398,786	3,708,734
Cups..	1,334,361	1,696,501	1,978,619
Looking glasses..	2,019,053	1,480,192	1,067,236
Tableware..	395,647	387,311	388,932
Spectacles..	228,098	192,253	149,898
<i>Ores and Metals—</i>			
Total..	109,458,665	171,873,534	120,432,448
Ores—			
Zinc..	470	27,234	183,064
Tungsten..	2,821,934	1,709,649	—
Manganese..	353,299	588,425	2,380,209
Other..	491,111	763,286	—
Iron—			
Ingots and slabs..	2,685,854	794,273	—
Bars, rods, plates and sheets..	14,880,801	5,023,226	—
Wire ropes..	6,537,715	3,634,291	—
Pipes and tubes..	2,991,304	2,039,787	930,421
Other..	2,062,245	1,158,434	355,442
Copper—			
Ingots and slabs..	37,748,643	87,495,102	66,119,107
Plates and sheets..	2,376,469	1,364,704	936,302
Tin foils..	797,970	347,054	—
<i>Metal Manufactures—</i>			
Total..	48,562,583	29,381,289	16,599,666
Insulated electric wire..	8,324,333	3,118,915	1,125,632
Implements and tools for farmers and mechanics..	2,190,292	490,316	306,824
Iron pans and iron rice-kettles..	369,567	306,906	345,090
Copper manufactures..	874,253	237,158	140,342
Aluminium manufactures..	1,231,580	871,367	230,413
Iron—			
Enamelled..	3,766,278	2,702,060	—
Cans, kerosene oil..	345,451	356,413	9,462,268
Other..	24,436,329	12,949,531	—
<i>Clocks, Scientific Instruments, Vehicles and Machinery—</i>			
Total..	110,688,680	117,744,871	34,943,457
Clocks, hanging and standing..	1,827,321	1,311,785	1,186,033
Scientific instruments—surgical..	1,374,948	1,128,729	820,048
Musical instruments..	1,079,711	621,218	37,587
Vehicles—cycles..	342,001	168,061	—
Steam vessels..	80,060,749	97,679,160	17,178,625
Machinery, and parts and accessories thereof—			
Electric machinery..	3,984,320	2,493,364	1,446,923
Telephones..	420,877	429,548	896,143
Spinning and weaving machinery..	3,594,369	1,623,772	1,643,951
Lathes..	1,006,655	644,706	—
Printing machines..	281,929	177,600	133,434
<i>Miscellaneous—</i>			
Total..	84,368,997	78,918,717	75,473,657
Lily bulbs..	24,236	681,294	694,950
Wood—			
Sleepers for railways..	1,957,852	1,224,980	1,522,692
Shooks..	7,671,872	8,438,373	2,766,544
Match sticks or splints..	1,902,623	1,164,926	774,471
Wood shavings for match boxes..	646,374	297,314	252,724
India-rubber or gutta-percha manufactures..	1,225,200	614,230	—
Celluloid..	1,679,179	1,091,936	—
Brushes—			
Hair brushes..	1,590,456	1,056,915	2,192,942
Tooth brushes..	7,640,086	3,937,335	2,031,167
Nail brushes..	283,813	278,431	429,001
Clothes brushes..	301,825	322,105	279,514
Electric lamps..	2,569,757	2,847,187	5,096,617
Other lamps..	4,596,016	5,366,554	—
Toys..	10,190,028	8,409,518	7,640,020

TOTAL TRADE OF JAPAN WITH ALL COUNTRIES.

In order to show the great strides made by Japan in its import and export business, and also for comparison purposes, the following figures will be of interest:—

	EXPORTS.				IMPORTS.			
	December.		Whole Year.		December.		Whole Year.	
	Yen.	1918.	Yen.	1917.	Yen.	1918.	Yen.	1917.
ASIA.								
China.....	39,737,585	359,150,814	318,380,530	192,712,626	43,049,333	281,707,333	133,271,036	108,638,636
Kwantung Province.....	11,536,233	116,381,174	65,724,838	37,059,910	10,199,980	100,619,056	53,180,199	33,453,897
Hong Kong.....	5,650,989	63,692,497	57,176,210	34,980,507	102,323	833,766	1,803,803	1,015,293
British India.....	18,555,900	202,522,279	101,364,154	71,617,454	8,047,475	268,185,185	223,941,304	179,641,593
Straits Settlements.....	3,106,373	42,208,858	28,023,558	18,458,874	7,222,558	29,323,644	15,050,128	10,737,181
Dutch India.....	7,393,343	71,677,581	36,245,340	17,418,837	7,329,490	48,837,198	17,333,100	14,228,028
French Indo-China.....	828,171	10,030,960	3,766,169	1,869,823	9,457,495	55,407,802	7,285,718	6,056,641
Asiatic Russia.....	13,276,631	40,056,744	74,234,145	117,693,478	561,317	4,366,624	3,755,281	1,774,216
Philippine Islands.....	2,000,894	23,500,684	16,868,278	11,490,573	1,417,602	17,438,431	15,334,986	9,466,350
Siam.....	1,620,517	6,076,969	2,207,628	2,111,067	708,554	5,730,984	4,352,801	2,949,008
Other countries.....	19,615	275,141	120,201	73,820	41,466	363,810	197,318	25,380
Total.....	103,726,253	935,573,651	704,111,051	505,496,669	83,637,593	812,813,833	475,515,674	363,289,223
EUROPE.								
Great Britain.....	23,754,503	142,866,369	202,646,125	102,657,565	5,883,574	66,067,257	63,304,384	81,732,097
France.....	18,072,542	142,199,063	97,820,708	64,006,603	987,774	3,730,147	4,364,619	4,467,653
Germany.....	.....	.....	.....	.....	13,591	3,430,393	2,520,241	4,139,447
Belgium.....	.....	.....	.....	.....	.....	3,901	12,897	342,322
Italy.....	108,607	11,577,197	17,953,094	3,872,398	179,622	613,167	435,584	702,412
Switzerland.....	56,485	555,545	144,615	39,325	345,516	2,278,143	3,056,082	1,830,042
Austria-Hungary.....	.....	.....	.....	.....	.....	1,630	22,920	36,385
Holland.....	.....	1	104,936	112,523	110,314	1,746,371	1,200,580	422,187
Sweden.....	.....	48,137	17,058	268,278	3,016	3,700,943	5,290,639	11,301,985
Norway.....	24,017	1,625	2,015,755	10,072,167	3,622	212,329	294,781	2,068,320
Russia.....	848	162,268	13,514,547	33,421,097	108,266	685,583	1,309,438	1,104,323
Spain.....	4,326	187,012	524,225	1,498,675	47,678	259,412	185,215	154,035
Denmark.....	.....	50	391,944	409,081	91	40,230	52,639	112,611
Turkey.....	.....	.....	.....	19,650	.....	4	4,955	8,381
Portugal.....	.....	10,470	33,147	17,351	.....	2,857	6,616	8,823
Other countries.....	.....	648,781	16,366	54,016	.....	14,453	24,499	10,876
Total.....	42,022,598	298,256,518	335,182,530	216,448,729	7,697,491	82,786,850	82,176,109	108,442,099

NORTH AMERICA.									
United States.....	44,057,064	530,129,393	478,536,845	340,244,817	58,579,799	626,025,530	359,707,853	204,078,950	
Canada.....	3,682,650	27,334,805	16,158,202	11,301,990	704,394	7,775,180	2,557,108	1,666,230	
Mexico.....	38,909	353,950	160,242	579,883	35,892	45,192	6,467	7,177	
Other countries.....	296,889	2,463,902	1,117,886	824,380	.....	287,510	6,509	3,214	
Total.....	48,075,512	560,282,050	495,973,175	352,951,070	59,320,085	634,133,442	362,277,937	205,755,601	
SOUTH AMERICA.									
Peru.....	56,326	2,062,753	771,316	503,020	163,100	696,544	136,354	489,885	
Chili.....	58,066	4,705,366	2,373,498	927,409	1,023,857	11,261,031	9,717,223	6,091,419	
Argentina.....	1,794,580	25,373,570	3,491,917	1,301,636	689,383	8,768,526	3,148,526	61,179	
Brazil.....	447,052	3,368,683	464,528	100,714	36,734	112,455	56,065	39,804	
Other countries.....	76,918	1,083,205	486,270	161,839	1,089	49,528	1,427,557	63,317	
Total.....	2,432,942	36,595,577	7,587,529	2,994,618	1,914,163	20,877,956	14,485,725	6,745,634	
AFRICA.									
Egypt.....	1,322,735	28,467,940	13,506,779	5,387,647	907,085	9,178,784	10,907,184	8,332,393	
Cape Colony and Natal.....	1,257,030	18,342,599	6,787,817	4,276,110	3,745,935	20,448,991	18,851,680	7,249	
Other countries.....	91,242	1,391,276	514,067	483,472	82,901	656,860	10,036,858	226,462	
Total.....	2,671,007	48,201,815	20,808,663	10,147,229	4,735,921	39,284,635	39,795,722	8,566,104	
ALL OTHER.									
Australia.....	6,796,204	65,105,843	27,289,144	27,776,068	4,454,114	48,974,378	32,934,502	43,332,638	
New Zealand.....	1,192,320	8,747,109	4,177,831	3,136,354	48	6,487	11,319	10,976	
Hawaii.....	739,244	7,730,054	6,442,790	7,141,331	2,528	69,156	258,713	75,460	
Other countries.....	207,282	1,607,389	1,023,496	759,372	731,550	8,529,291	6,634,937	4,184,034	
Total.....	8,935,050	83,190,395	38,933,261	38,813,125	5,188,240	57,479,312	39,839,471	47,602,808	
Temporary warehouse.....	.....	.....	.....	.....	1,032,665	17,672,372	17,554,842	8,481,245	
Unknown.....	343	662	408,849	626,678	213,449	3,095,433	4,165,627	2,545,196	
Grand total.....	207,863,705	1,962,100,668	1,603,005,048	1,127,468,118	163,759,607	1,668,143,833	1,035,811,107	756,427,910	

CHILIAN RAILWAY DEVELOPMENT.

CONTRIBUTED BY GEORGE MALLET.

Valparaiso, May 12, 1919.—The lamentable condition of the Chilian State Railway system is now universally recognized as being responsible for serious delay in the natural progress of the country. The industries and developing interests are not supported by the necessary railway service, which is practically doing (with difficulty) what it was expected to do some ten or fifteen years ago.

Without the advantages of the necessary modern innovations, there are serious deficiencies in the ordinary indispensable rolling stock, which the General Management is absolutely unable to replenish from year to year, owing to the difficulty of making both ends meet. Now with a deficit on the annual budget amounting to 41 million pesos, in the face of a national crisis, it is realized that a loan is necessary to place the system in a position to earn expenses and to assist in the development of the nation's trade and industry.

The amount of this loan has been fixed at or about 160 million pesos, which it is proposed to distribute as follows:—

18,500,000 pesos on the electrification of the first section (Valparaiso to Santiago), 12,000,000 for electric locomotives, 9,100,000 for cost of double lines, 6,000,000 for reconstruction and reinforcement of bridges; 5,000,000 for new branch lines and sidings; 3,300,000 for buildings; 15,500,000 for workshops; 26,000,000 for the purchase of equipment; 7,500,000 for signalling system and points service; 5,600,000 for automatic brakes; 4,000,000 for mechanical coalers, bunkers, etc.

The necessity for the double line is self-evident in the section between Santiago and San Fernando, and in the San Rosendo-Buenuraqui branch, and from Chiguayante to Arenal. To complete these, it is estimated that the sum of 2,800,000 pesos will be required.

RAILWAY CONGRESS.

The coming September is to see the inauguration of the first Railway Congress in Santiago, in accordance with the regulations of the new law of reorganization.

One of the most important questions to be brought forward is the improvement of the passenger service.

RAILWAY, SANTIAGO TO VALPARAISO VIA MAIPO-CURACAVI-SALTO-CASABLANCA.

At the commencement of last year the Council of Public Works approved the scheme for the construction of a new line connecting Valparaiso with Santiago via Casablanca, shortening the journey in distance and time by one-third and opening up new territory, giving an outlet to the port of valuable produce. The work is estimated to cost \$38,138,000 gold of 18d.

On the approval of the original scheme, the council recommended the Government to execute the definite surveys as promptly as possible, in view of its strategic value from a military point of view, and also the congested condition of the present line.

Simultaneously with this scheme, another problem was introduced in the shape of an agitation for the electrification of the existing line.

The two projects were carefully threshed out by the Public Works Department from the technical, economic and financial points of view, and an exhaustive report submitted by the General Inspector of Railways, in which he pointed out that, from the economic point of view the electrification of the present line is preferable, but the electrification would not create any additional zone of attraction, or shorten the journey, or reduce the time; and, moreover, the electrified line would have a total capacity for transport than the projected new line. On the other hand, it is known that by the construction of the new line the Transandine and longitudinal lines will be brought into direct connection with Sanitago and Valparaiso without changes, and so materially improving this important service.

The survey of the proposed railway has been authorized.

TRANSANDINE RAILWAY VIA LONQUIMAY.

The Public Works Department is recommending the minister to complete the work commenced on this scheme with as little delay as possible.

Owing to the necessary funds being cut out of this year's estimates, the survey work commenced last October has had to be abandoned, and the surveying expedition recalled about the middle of March; having done 25 kilometres between Curacautin and Piedra Cortade, 24 kilometres between the pass of Mallin Chileno and the Bio Bio, and 34 kilometres between the Batavi pass and the Bio Bio valley in Lolin.

One of the principal objects of this line is the opening up of an international route with Argentina, where traffic will be uninterrupted the whole year round, as the maximum altitude to be crossed does not exceed 1,700 metres.

The gradient is 2 per cent. The gauge is 1.68 metres, the same as the central main line and the Buenos Aires line, thereby facilitating direct international traffic without changing. Furthermore it will open up a rich agricultural and mining zone, with enormous virgin forests as yet untouched, together with deposits of coal, carbonate of lime, copper, etc.

The chief engineer in charge of the work reports that the railway is pegged out on the Argentine side between Zapala (the terminus of the Argentine railway) and the Mallin pass on the Chilian frontier.

RAILWAY LONCOCHE TO VALLARICA.

The survey party entrusted with the work definite pegging out the projected railway from Loncoche to Villarica left for the scene of their labours last September, since when they have surveyed $22\frac{1}{2}$ kilometres and definitely staked out $21\frac{1}{4}$ kilometres.

The preliminary scheme for the construction of this line provided for metre gauge but in view of the agricultural importance of the zone which this line will serve in conjunction with the main line in the south which is 1.68 m., the Department of Public Works instructed the survey to be made on the same basis, in order to have a universal gauge in that region.

WORKS IN HAND DURING THE PAST YEAR.

The General Inspector of Railways in his annual report to the Public Works Department, states that his office has had charge of the railways in construction, of Iquique to Pintados, Pua to Traiguén, and Linares to Colbun. The conservation of the works and material of the railway, Larrain Alcalde to Picheleau, and the termination and delivery to the State railways, of the line from Dumaco to Captain Pastene.

Also the studies of the projected new line from Santiago to Los Andes, Loncoche to Villarica, Transandine via Lonquimay, and the preliminary studies of Valparaíso-Casablanca-Santiago. The junction of the Longitudinal Railway with the Nitrate Railway of Iquique; and the junction of the latter with the Antofagasta and Bolivia railway.

RAILWAY FROM PUA TO TRAIGUÉN.

It is reported that the rails of the Pua-Traiguén line are ready for connecting. This will give facilities to a new important territory and will reduce the distance between Valdivia and Traiguén to 270 kilometres instead of the 420 kilometres as at present, by the Renaico-Traiguén branch. A considerable increase in business between the two cities is now to be anticipated.

This work was contracted by the Supreme Government with the firm of Corte, Bertoglio & Co., who seem to have executed the work expeditiously and given general satisfaction.

PRIVATE RAILWAY BILL.

The Sociedad de Fomento Fabril has once more drawn the attention of Congress to the necessity of passing the long pending bill authorizing the construction of privately owned railways.

The importance of this measure is universally recognized, as a vital factor in the progress of the country, from the points of view of mining, agricultural, and industrial circles.

The bill cannot be said to have been "rushed," and should not require a further extension of time for careful discussion.

In 1901 the Senate discussed and approved the scheme; the Chamber of Deputies as "revising chamber" gave its approval to the project in 1907, and certain amendments were made in 1910.

One of these was arranged, leaving three minor questions pending, which might easily have been settled offhand. One refers to the duration of the time to be allowed for the construction, after granting concession; another deals with the transfer facilities available by proprietors; and a third covers the amount of customs duties to be payable on the materials imported for the construction.

Even the patient Chilean public is assuming that nine years should be ample time for due consideration of such weighty questions by the lower house.

WOOD FUEL.

In response to an appeal from the Chamber of Deputies a report has been delivered to the Minister of Public Railways by the general management on the question of the use of wood fuel as a possible combustible for train service in view of the prohibitive price of coal. The result of investigation show that, while the subject is worthy of serious consideration, especially in certain forestal zones, it cannot be immediately taken advantage of owing to the necessity of acquiring locomotives abroad, especially constructed for the purpose, together with a variety of other necessary elements which are at present lacking. Careful investigations are being made, and technical data obtained, with a view to determination of the exact build of engine required for the Chilean railways and local wood fuel.

As a matter of fact, on the Ancud to Castro Railway (Island of Chiloe) wood fuel has always been used, as the line traverses a considerable extent of virgin forest.

ASSOCIATED TIMBER EXPORTING COMPANY OF BRITISH COLUMBIA.

An important development in the lumber export business has been the formation of the Associated Timber Exporting Company of British Columbia, in which several of the large coast mills are interested.

The capitalization of the company has been set at \$200,000, divided among the various manufacturers represented. The following officers have been elected:—President, J. D. McCormack, of the Canadian Western Lumber Company; Vice-President, J. O. Cameron, of the Cameron Lumber Company; Secretary, R. H. H. Alexander. The executive is composed of E. C. Knight of the Vancouver Lumber Company; B. M. Farris of the King Lumber Company; H. J. Macken of the Canadian Western Lumber Company; E. J. Palmer, Victoria Lumber Company; and W. A. Harvey of the Dominion Creosoting Company. The head office is in the Metropolitan Building, Vancouver.—*Industrial Progress*.

CANADIAN MANUFACTURERS INVITED TO EXHIBIT AT SAO PAULO, BRAZIL.

Mr. E. Lloyd Rolfe, secretary of the British Chamber of Commerce of Sao Paulo, Brazil, writes that Canadian manufacturers are invited to participate in a series of British industrial exhibitions to be given under the auspices of the British Chamber of Commerce of Sao Paulo, Brazil. The first of the series of exhibitions will be confined exclusively to the textile trade, including cotton, woollen, linen and silk piece goods, and also hosiery and knitted goods. The following particulars are given:—

The duration of each exhibition shall be three months from the actual date of its inauguration.

The exhibition shall be held on the upper floor of the British Chamber of Commerce of Sao Paulo, situated in the centre of the city.

The main object of the exhibitions being to impress as favourably as possible upon local importers and traders the merits of British-made goods, only actual manufacturers will be accepted as exhibitors.

The Chamber will not receive orders for the articles exhibited. It will, however, furnish interested parties with the names and addresses of the manufacturers and their local representatives, if any. It will also distribute catalogues, price-lists, and other literature supplied for that purpose, which, if possible, should be in the Portuguese language, and will do everything within its power to promote business by supplying visitors with all possible information regarding the goods exhibited.

The exhibitions shall be held under the personal direction of the Secretary of the Chamber, and suitable persons will be in continual attendance to receive visitors and give the necessary explanations.

Admission to the exhibitions will be by invitation cards which will only be issued to importers, merchants or agents who are known to be interested, or likely to become interested, in the exhibits.

During the course of each exhibition the Chamber shall, without any charge, keep each exhibitor constantly informed regarding the following developments:—

Information as to the interest taken generally in the goods exhibited;

The names, addresses, etc., of the visitors who expressed interest in the exhibits;

The commercial status of and general comments relating to such interested parties or firms;

The probable results of the visits;

Suggestions as to the reasons (if any) why certain types of samples or articles were found by visitors to be unsuitable for the local market;

Suggestions as to the packing required for certain articles.

The names of suitable agents or representatives to handle the sale of the exhibitors' lines, should an agent be required, and suggestions as to the conditions under which the agency should be granted;

General comments and suggestions relative to exhibitors' various specialties.

A writing and reading room will be provided by the Chamber at the exhibition for the use of visitors.

A list of exhibitors containing the following information (to be supplied by exhibitors) shall be printed and distributed gratis to all visitors: (a) Name and address of each exhibitor, (b) telegraphic address, (c) telegraphic codes used, (d) list of goods manufactured, (e) name and address of agent in Brazil (if any), (f) stand number.

EXHIBIT STANDS AND PRICES.

The exhibits will be arranged on continuous counters 1 metre wide with two shelves, each 50 centimetres wide, above, and two shelves, each 1 metre wide, below,

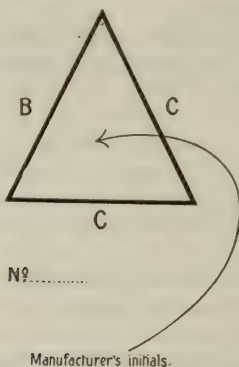
the latter being for catalogues, etc. (See attached sketch, annex No. 2.) Each lineal metre of exhibit space will therefore be equal to 4 square metres of actual space.

Not more than 3 lineal metres of counter (i.e., 12 square metres of exhibit space) will be allotted to any single manufacturer, and not less than one lineal metre (or 4 square metres) of space may be taken by an exhibitor.

The charge to exhibitors per lineal metre of space is £10 for the period of each exhibition, viz.: three months, such sum being payable in advance either direct or to the account of the British Chamber of Commerce of Sao Paulo at the London and Brazilian Bank, Ltd., 7 Tokenhouse yard, London, E.C. 2.

EXHIBITS.

Goods and samples for exhibition should be shipped to the order of the British Chamber of Commerce of Sao Paulo, cases to be numbered consecutively and marked with a triangle bearing the manufacturer's initials in the centre, and the letters "B.C.C." outside.



Each article or sample shall bear a label giving the following indications:—

- Name of manufacturer;
- Number of sample for reference purposes;
- Price of the goods f.o.b. port of embarkation, it being understood that all prices are subject to market fluctuations except when they are marked "firm."
- Any other remarks which manufacturer thinks are necessary.

At the time of shipping, manufacturers should inform the Chamber as to how they desire their exhibits disposed of at the close of the exhibition; three courses are open to manufacturers in this connection, viz.:—

- (a) Handed over to exhibitors' local agents, if any, or should they appoint one as a result of the exhibition;
- (b) Sold by the chamber for account of exhibitors; or
- (c) Returned to exhibitors.

Should course "c" be adopted, no duties will be payable in the customs beyond the bureau tax of about 5 per cent ad valorem and provided exhibitors carefully comply with the regulations referred to in the subjoined regulations respecting goods imported temporarily into Brazil. Owing to the trouble involved, however, this course is not recommended except in the case of very valuable goods.

In the event of the adoption of courses "a" or "b," duties and other charges (if any) will be paid by the chamber, who will draw upon the respective exhibitors for the amount disbursed in this connection.

Duties and charges will probably amount to about 70 per cent of the total value of the goods or samples.

Should cut samples of textiles and similar goods be sent for exhibition and should such samples measure more than six square inches, a piece should be cut from the centre of each sample as a proof to the customs authorities that same are bona fide samples. This perforation usually takes the form of a diamond measuring from $\frac{1}{2}$ "to 1" in diameter.

GOODS IMPORTED TEMPORARILY INTO BRAZIL.

Regulations of Customs.

The Brazilian customs stipulate: "That exemption from duties will be conceded on goods which are imported for the purpose of industrial exhibitions held in the country. This concession cannot, however, be granted unless the interested parties deposit the corresponding duties or sign a guarantee that they will pay the duties if, within the time allowed by the chief of customs—and which time may be reasonably extended if the chief of customs thinks fit—the goods are not re-exported integrally, or proof cannot be shown that same have been destroyed by use or other cause according to the nature of the goods."

The following is the procedure which must be adopted:—

Goods must be consigned to the British Chamber of Commerce of Sao Paulo, accompanied by a list of the contents of each case as fully descriptive as possible of the contents of the cases, in addition to the usual shipping documents.

It will be necessary for a bond to be entered into by a firm of responsibility in Santos guaranteeing the subsequent re-exportation of the goods or the payment of the duties thereon. The goods will be examined on entry and compared with the detailed list, which list will remain in the hands of the customs authorities.

If it is subsequently decided to re-export the goods, they are again subjected to examination and comparison; and if they are sold in the country, duties will have to be paid in accordance with the details remaining with the customs.

HIGH PRICE OF BUILDING MATERIALS IN THE UNITED KINGDOM.

(From the London Times.)

On inquiry at the Ministry of Supply yesterday a representative of *The Times* was assured that, except in the case of slates, no difficulty is anticipated in supplying all the building materials needed for local housing schemes as they develop, and that when allowance is made for all the probable requirements of housing authorities there will still be ample supplies available for private builders. The facts are stated to be as follows:—

Bricks.—Last year's output was 500,000,000. This year's output is already at the rate of 2,000,000,000. Before the war the average production was 70,000,000 a week. The capacity of the yards was 100,000,000 a week. According to the latest returns, the present production is 40,000,000 a week, and it is increasing every day. Until recently less than 10 per cent of the output went into Government stock (in one week only 1,500,000 out of an output of 21,000,000), and the Government cannot at present stock more. The balance may have been sold to traders, or it may have gone into the manufacturers' or merchants' stocks. In any case, it was available to private builders who were willing to pay the price demanded for it.

Cement.—The supplies are ample, and large quantities are actually being exported.

Timber.—The Government stocks now are about 140,000 standards. About 117,000 standards have been bought in the Baltic and White Sea regions, and will be

delivered by June and July. Another 200,000 standards of European timber have been bought and will be delivered later in the year. A further 250,000 standards of Canadian timber have been bought, and a number of ships have been allocated for its shipment. The total stock lying in the Baltic ports is 1,400,000 standards.

Slates.—Home supplies will possibly be insufficient owing to the dearth of splitters. Slate splitting is an operation which can be performed only by hand, and requires skilled workers. More than one-fourth of the splitters were killed in the war, and of those who have returned, many, owing to shaken nerves, cannot do the same amount of work as before. Owing to the attractions of well-paid munition work, few boys have entered the quarries as apprentices in the last four years, and the stream of new craftsmen coming into the industry has shrunk accordingly. The slate supply, therefore, causes some anxiety, and it may be necessary to have recourse to importation and the use of substitutes. Storage is also a problem, for the quarries have space for little else than the rubbish, of which there is an accumulation of anything from four to twenty tons for every ton of slates produced.

REMEDY FOR EXCESSIVE PRICES.

The high cost of materials, as already pointed out in *The Times*, is the chief deterrent to the revival of the building trade. It is possible that if builders abstain from buying for two or three months the manufacturers and merchants, in spite of their rigid price-controlling arrangements, will be compelled by pressure of accumulating stocks to lower their prices. It is, indeed, authoritatively stated that the Government are at present refraining from placing orders with certain firms, owing to their excessive charges, and that some firms who had been treated in this way for a while were compelled last week to reduce their prices in order to secure contracts. A sustained boycott by private buyers might have a similar effect, though in the meantime the serious unemployment in the building trade would go unchecked. The possibility of finding substitutes for materials which are offered only at prohibitive prices is not being overlooked. Sir James Carmichael, director of housing construction for the Local Government Board, has appointed a committee, which is now examining many suggestions for innovations in building methods, and special attention is being given to the question of the use of concrete. In South Wales, also, the local authorities are studying this question zealously. It is held by some men of knowledge and experience that there is a great future for building by concrete blocks.

Transport difficulties are second only to high prices as an obstacle to the resumption of building operations. Many thousands of wagons—40,000 is mentioned—which were taken from the British railways, are in Northern France and Belgium, and it is doubtful whether they will ever be brought back. Want of coal, also, is stated to be hampering the railway services. So far as possible the Government are trying to use brickyards near housing sites to meet local demands; but many of the smaller yards are so ill-equipped with modern brick-making machinery that, even when the saving in transport is taken into account, they cannot be restarted on an economic basis in competition with the larger and more up-to-date yards. In these circumstances, the inadequacy of the supply of railway wagons and other defects of the transport services (due, perhaps, to nobody's fault, but to circumstances) are a real impediment to the extensive resumption of house-building.

A LIST OF ARTICLES WHICH POLAND NEEDS NOW.

Local committees in Poland have issued a list of articles required immediately as follows:—

Steam motors..	(18,600 h.p.)	240
Electric dynamos and transformers.. . . .	(76,000 k.w.)	3,000
Sundry machinery utensils.. . . .		4,400
Apparatus, parts, copper.. . . .	tons.	4,500
“ “ iron.. . . .	“	30,000
“ “ sundry.. . . .	“	11,000
Metals (exclusive of iron and steel).. . . .	“	2,700
Steel for utensils.. . . .	“	1,700
Belt conveyors, shafting.. . . .		—
“ “ leather.. . . .	tons.	1,100
Cables and electric wire.. . . .	“	2,200

METAL ARTICLES.

Assembly pieces for brushes (fastening the tops of cards), (5,000 tons); beet-root sugar knife blades (15,000); bronze knives and fittings for paper-making (90 tons); oil-cans, refractory crucibles (15,000); telegraph and telephone apparatus; articles for electric installations of every description; carbon and lithographic paper; polishing material; pharmaceutical goods.

RAW PRODUCTS.

Textile Industry—	Annual Quantities.
Wool.. . . .	tons. 27,000
Wool cuttings.. . . .	“ 6,700
“ and cotton rags.. . . .	“ 17,500
Cotton, 26mm. more or less.. . . .	“ 34,500
“ under 26mm. and linters.. . . .	“ 41,700
“ cuttings.. . . .	“ 25,400
Jute.. . . .	“ 28,300

RAW METALS AND METAL ARTICLES.

	Annual Quantities.
Copper.. . . .	tons 5,000
Aluminium.. . . .	“ 200
Type-metal.. . . .	“ 500
Iron and manganese.. . . .	“ 600,000
Cast-iron.. . . .	“ 400,000
Rolled iron.. . . .	“ 300,000
Iron utensils, armatures, tin-plates, and iron plates.	

CHEMICAL INDUSTRY.

	Annual Quantities.
Pyrites.. . . .	tons. 50,000
Apatite.. . . .	“ 150,000
Soda.. . . .	“ 20,000
Nitrates.. . . .	“ 10,000
Chlorate of potash.. . . .	“ 6,000
Alkaline chlorides.. . . .	“ 2,000
Sulphur.. . . .	“ 3,500

MINERAL MATERIAL.

Asphalt.. . . .	tons. 1,500
Asbestos.. . . .	“ 4,000
Kaolin.. . . .	“ 18,000

GREASES.

	Annual Quantities.
Vegetable oil.. . . .	tons. 15,000
Animal (beef and whale).. . . .	“ 6,000
Lubricating oil.. . . .	“ 2,000
Resin.. . . .	“ 2,500

JUTE.

	Annual Quantities.
Sacks.. . . .	gross. 10,000
Packing.. . . .	tons. 150

GREAT DEMAND FOR MANUFACTURED GOODS IN GREECE.

(The Times Trade Supplement, May 31, 1919.)

In a letter which has just been received from Athens, a business man gives a glowing account of the prosperous conditions apparent in all the large towns of Greece. He says that there appears to be a great accumulation of wealth in every business centre, and that money is being spent lavishly.

With regard to possible trade openings for the British manufacturer, he points to the great scarcity of electric equipment of all kinds from dynamos to fittings. The latter, he adds, should be of the screw pattern and not of the bayonet type. All office equipment is assured of a good sale. An ordinary office typewriter costs anything up to £50; stationery is very scarce, and 4s. is charged for a packet of very inferior envelopes. There is also a great shortage of printing machinery, the printers being in great need of renewing stock which they have had no opportunity of acquiring since the war. He adds that it is proposed to expend 6,000,000 drachma on improving the telephone system, and that in connection with the important housing scheme sanitary appliances are in very great demand.

A TYPICAL EXAMPLE.

The above is a confirmation of the statement that Greece and, indeed, most of the Levant, is absolutely bare of every kind of manufactured goods. The simplest and cheapest articles are almost unobtainable at any price. To quote but one example: a business man in Greece recently needed an inkpot, just an ordinary glass inkpot with a metal lid. After searching Athens for four days, his dragoman at length produced a cheap moulded glass bottle with no lid, and the price was 4·50f. But though bare of goods, Greece herself is full of money. The Greek is a merchant first and last, and unless he can buy and sell he is utterly miserable. There was never before such an opening for British manufacturers.

While only pre-war statistics are available, it is well to bear in mind that to-day the situation has altered considerably and all in our favour. Germany and Austria, our chief rivals, not only cannot supply Greece with goods, but for over four years have been similarly prevented from trading with her; nor has any other country arisen who was able to take their places. For several years there has been a large foreign army on her soil, which has bought up at famine prices everything available, and hardly anything has been coming into the country owing to the manifold difficulties caused by the war.

DEARER FOOD EXPECTED IN THE UNITED KINGDOM NEXT WINTER.

(London Times, May 26.)

After the signing of the armistice most people looked for a speedy reduction in the price of food. To a certain extent there has been a reduction, and on May 1 the average increase in prices over the pre-war level was 107 per cent, as compared with an increase of 133 per cent last November. The fall this year has been steady, but slow, as the following figures of the percentage increase over July, 1914, show:—

November.	133 per cent	March.	120 per cent.
January.	130 "	April.	113 "
February.	130 "	May.	107 "

The position now, however, is little better than it was in July last year at a critical period of the war, and the improvement last month was chiefly due to the introduction of summer milk prices, the full benefit of which will be felt only for a

period of two months. There has not been the quick return to an easier situation that was expected, and now there is actually a threat that next winter prices may be higher than ever. Some foods undoubtedly are likely to be scarce everywhere, but the upward movement in the cost to the consumer will come chiefly from international competition to obtain available supplies.

The stocks of bacon owned by the Ministry of Food are almost exhausted, and the public will shortly have to rely entirely on free imports. For our future supply we must continue to be dependent on North America, but we shall no longer be free from competition in buying as, owing to the shortage of fats in Central Europe, we shall have to face the buying of Germany and Austria as well as neutral countries. Up to the present neutral countries have been buying considerable quantities in order to supply themselves and also to have stocks to send into enemy countries, but it is improbable that we have felt anything like the full effect so far of the demands from Germany and Austria, or that we shall feel them before peace is signed. The demand, when it comes, will be enormous, and limited only by the extent of the financial facilities which may be given to the present enemy nations by the United States.

Our home production of bacon, always small, has become almost negligible, and as the number of pigs is so reduced there is no immediate promise of improvement in this direction. It is contended that the American farmers and packers rule the situation, and that they well know how to take advantage of it. Hogs are already dearer in America than they were under a guaranteed price, and if we are to have bacon later in the year a higher price will almost certainly have to be paid by the consumer. The present situation is rather peculiar. Some time ago wholesale merchants declared that if control of bacon were removed prices would fall, and control was lifted except in the case of retail prices. Grocers are now complaining that instead of wholesale rates being lower they have risen to such an extent that no margin of profit is left to them, and accordingly they want the price to the consumer to be raised. Present indications are that bacon may cost as much at 8s. 6d. a pound in the near future.

LARD, BUTTER AND MARGARINE.

Lard is also going to be scarce and dear. Before the war Germany was the largest importer of lard and is now likely to be willing to buy the whole of America's surplus. The future price will bear little relation to the cost of production, and will rise to the highest level that Europe can pay for the fat. With regard to butter, enough is being distributed in Great Britain to provide a weekly ration of two ounces a head. Government contracts have been made with Australia and New Zealand for the purchase of their exportable surplus up to next summer, and arrangements have been made for taking over this summer the exportable surplus from Argentina and Ireland. Negotiations are in progress to obtain all the available supplies from Denmark, Holland, Canada, the United States, and Siberia, and it is believed that the precautions observed will enable the present ration to be maintained.

It should be realized, however, that there is a world shortage of butter. Two ounces a week is below the pre-war consumption, but in the circumstances it must be accepted as a satisfactorily substantial distribution. There is no chance of any reduction of the retail price of 2s. 6d. a pound, but as a result of the comprehensive arrangements made it is stated that even in the event of control being removed there is no reason why any higher price should be charged. Margarine at present is being retailed at 11d. a pound, as compared with the standard price of 1s. while rationing was in operation. The trade is complaining, however, of a dearth of raw materials brought about by neutral competition, and the price may go up.

FARMERS AND MILK PRICES.

Farmers are hoping to get at least as much for their milk in the coming autumn and winter as they did during the corresponding period which has just given way to a season of summer prices. This suggests that 10d. a quart or even more will have

to be paid in the towns. Some of the producers are grumbling about the prices fixed for the summer months, although these are the outcome of extensive inquiry into the cost of production by a travelling commission, which was by no means unsympathetic to the farmers, and they are again talking about slaughtering their herds. Any such action would be a calamity and ought not to be permitted.

In the case of cheese, the exportable surplus of Australia and New Zealand has been secured for this country up to summer next year, and this, with the balance of the surplus of last winter (New Zealand's summer), which has been delayed in shipment, should ensure that there will be supplies equivalent to two-thirds of the normal demand. A larger distribution of supplies will, therefore, be possible, we are informed, than has been the case during the period of control. In addition, supplies can be imported on private account from Canada, the United States, Holland, and other places. It is difficult to estimate what these supplies may be, but they should usefully increase the total quantity available. The manufacture of home-produced cheese has also to be included, and it is anticipated that supplies from this source will be normal.

Supplies of condensed milk are expected to be fully equal to requirements throughout the coming summer and winter. During the war large quantities were drawn from the United States, which had not previously supplied the British market, and the American exporters are likely to do what they can to maintain the connection they have established.

MEAT PROSPECTS.

The meat situation is interesting. There is a strong probability that in the middle of the winter and until the spring of next year the price of home-bred beef and mutton will advance, owing in part to the anticipated high price of feeding stuffs. On the other hand, the release of shipping and the accumulated stocks in Australasia should provide a very much larger margin of supplies for civilian consumption than was available at any time during the war. This imported meat ought to be sold at a lower price than that which the public are paying at present. In July, 1914, chilled beef sold at 4½d. to 7½d. a pound, and frozen mutton at 4d. to 6½d. Present prices are still 130 to 160 per cent above these figures, so that there is margin enough for a reduction. The view is expressed in authoritative quarters that normal conditions of supply will be attained within a short period after the removal of control, but the question of tonnage will presumably continue to operate for some time to come. It is impossible for the Government to exercise effective control over the meat supply unless they are prepared to continue to purchase the whole of the home-produced article, and this they are not likely to contemplate, although it might suit the convenience of the farmers if the graduated scale which, under present arrangements, expires at the end of September, were perpetuated.

The meat supplies at Smithfield last week were again heavy, the arrivals aggregating 5,889 tons, as compared with 3,591 tons in the corresponding week of last year. Imported beef formed 51.4 per cent of the beef supply, and imported mutton 90.4 per cent of the mutton supply. No fewer than 1,340 tons of imported mutton came into the market during the week.

FISH SUPPLY.

Fish supplies should continue to be plentiful, and there should be no return to the high prices which prevailed during the war and were maintained until quite recently. It was possible last week at Farringdon Street market, and in some of the shops catering for a cheap trade, to buy cod at 4d. a pound and plaice at 6d. Halibut, soles, turbot, and brill are all selling at much below controlled prices. Retail merchants, it is stated at Billingsgate, are now buying well, and if the public turns more to fish again as a food the cost should show still greater reductions than those which have already been brought about.

COMMERCIAL TRAVELLERS' FEES IN LATIN-AMERICA.

(The Times Trade Supplement.)

Turning with renewed vigour to South American markets, the British trader finds that his difficulties are not all over when industrial wheels are again turning to produce merchandise in quantities justifying his belief in the recovery of this valuable trade.

Seeking to re-introduce his wares, he sees them seriously handicapped by the high fees charged against his representatives by many countries, and by many States or provinces within those countries. A conspicuous example is that of Argentina, where license fees have been raised to such a height that a British firm proposing to send a commercial traveller into each of the provinces must reckon upon spending 9,500 pesos (over £800) for this item, in addition to all other expenses.

Chile has, during the war, legalized a tax of 1,000 pesos, or about £50, in each of her principal cities on travellers doing business. In other countries charges are not so high. Brazil places a federal tax of about £55 on commercial travellers, the various States imposing small additional fees. In Bolivia the municipalities charge fees ranging from £25 in Sucre to a few pounds in small towns. Ecuador charges a single fee of about £10, the license holding good throughout the country. Colombian cities tax the comerciante moderately, fees ranging from £2 per month to £1 per year. Venezuela, although maintaining extremely high import dues, amounting on an average to 60 per cent ad valorem, does not tax the commercial traveller; in Peru also he is practically exempt. In many countries there are charges upon samples and catalogues, not invariably refundable.

Commercial travellers find it possible to visit only a few, and in some countries but one, of the cities, leaving distribution into the provinces to houses established in the great centres.

That there is no unanimity of opinion concerning necessity for high charges is demonstrated by the marked diversity of fees in regions with similar economic conditions.

Appreciation of the situation on the part of the United States is shown by the efforts made to secure Latin American acceptance of the new treaties arranged by Washington relating to commercial travellers; the signatures of Uruguay and Panama have already been secured, and it is understood that eight or nine other Central and South American countries have signified their acquiescence.

These treaties provide for a single license fee to be paid by United States commercial travellers in place of the numerous local taxes collected in certain countries; samples without commercial value are to be admitted free of duty, while all other samples receive free admission on the understanding that they are re-exported within six months of entry. When the treaties become effective in large areas of Latin America the British trader will be placed at a serious disadvantage in countries where British energy and capital have created commerce. There should be no difficulty in the arrangement by the United Kingdom of a series of agreements putting our traders upon an equal footing, and it is to be hoped that a matter of such importance will receive official attention.

DEVELOPMENT OF JUTE GROWING IN BRAZIL.

(Economic Supplement Review of the Foreign Press.)

Recent investigations made by the Minister of Agriculture have proved that jute can be very advantageously cultivated in Brazil. Experiments made in the lower-lying lands of the State of Bahia and in some of the districts of Sao Paulo have given excellent results. Special seed is to be imported and the experiments will be continued with the view to determining whether the development of the industry will give good commercial results. For her coffee export alone Brazil requires 10 mill. sacks per annum.

BRITISH PAPER INDUSTRY SUFFERING FROM FOREIGN COMPETITION.

The serious condition of the paper industry of the United Kingdom is emphasized in the report just issued by the Paper Industry Inquiry Committee, which was appointed by the president of the Board of Trade to report on the industry, with particular reference to the restriction of manufacture in British mills owing to competition of imported paper and the resulting unemployment of labour.

The report states that, except the newsprint section, there is a great lack of orders throughout the paper-making industry. Unemployment is considerable, and shows a tendency to increase. Numerous instances have come to light of mills keeping men on although machines are closed down. Other mills are unable to employ men returning from the colours, whose services they had been urgently demanding. Returns from the National Union of Printing and Paper Workers report a present condition of unemployment exceeding anything known in the industry for 20 years.

"Within about two months of the armistice," says the report, "offers of oversea paper began to appear at much lower prices than could be quoted by home mills based on the cost at that time of material and production. Consumers, on whom the restrictions pressed hardly, were eager to avail themselves of these increased supplies on the comparatively favourable terms offered. At the end of February the withdrawal of restrictions was announced for April 30, and simultaneously the allowable import was increased to 75 per cent of pre-war tonnage. This, coupled with the announcement a fortnight later, that imports from intra-Empire countries were to be free of restrictions at once, had the practical effect of placing imports on an unrestricted basis with regard to quantity. The demand in this country has not called for any such amount of imports, and reports from mills to the controller's department indicate that customers generally did not take up any considerable proportion of the additional quantities to which they became entitled."

The conclusions at which the committee has arrived are summarized as follows:—

1. Paper manufacture is an industry of national importance, and is entitled to a proper degree of shielding during the period of transition from war to peace conditions.

2. Except the newsprint section, all sections of the manufacturing industry are suffering from a severe dearth of orders.

3. In the newsprint section there has been difficulty and delay in getting idle machines restarted, owing to the lack of engineering supplies and labour. With more machines running additional orders could be obtained.

4. The dearth of orders is due to several causes, but the predominant cause is uncertainty as to the trade policy of the Government, instability of prices, and to the possibility of unlimited competition of foreign paper.

5. To remove the prevailing uncertainty and to lead the way to stability of prices, a period of restriction of imports of manufactured paper from countries not within the Empire should be established, of sufficient length to enable the mills to resume full running, but the amount of allowable imports should be maintained at a level sufficiently high to enable consumers to obtain adequate supplies.

The report adds that a system of close control involving individual rationing and a chain of claims for supplies of paper is undesirable. Consumers should be placed in a position to obtain all the paper they require, preferably from sources within the Empire, but failing an adequacy of Empire supplies by imports from Allied and neutral countries.

HIDES AND LEATHER IN BELGIUM.

According to the *Nieuwe Courant*, Belgian wholesale dealers in hides and leather have established a central purchasing bureau for the purpose of controlling the entire import into Belgium of hides and leather.

THE ROSSI FLAX RETTING PROCESS IN USE IN FRANCE.

At the request of Mr. Philippe Roy, Commissioner General of Canada in France, Mr. Alfred Renouard, civil engineer, prepared the following description of the flax retting process devised by Professor Rossi and employed in France at the Bonnetable works in the Sarthe department.

I made a visit to the Bonnetable plant, where I spent several days in a close examination of all the operations and observed the various stages of the process and, in conclusion, took note of the results which were obtained. I followed the operations of the flax straw from entrance into the factory down to its scutched state, of which latter I took due note and herewith embody the results of my observations in the following account.

The present report is divided into two parts, the first part being exclusively devoted to the data relative to the Rossi method and the various operations employed in the same, whilst the second part is intended to answer the following questions:—

1. Whether the Rossi method is applicable for treatment of flax on an industrial and an economic scale.

2. Whether the products obtained by the process have the qualities which are required by the spinning mills.

PRINCIPLE OF THE PROCESS.

The Rossi method is of a micro-biological nature, since the retting of the flax consists in an elimination from the flax of the matter of a gum-resinous nature which surrounds the fibres and consists in fact of *pectose*; what is desired is to find a microbe which acts, so to speak, to consume the pectic matter and to leave the cellulose untouched. Up to the present time, all the researches made in this direction by micro-biologists led to the use of anaerobic bacilli, i.e., exerting their action in a medium free from air. But it can be easily shown that a method in which a specific ferment of this nature plays the principal part must necessarily be an expensive one, since everything must be sterilized and it is essential to employ apparatus which is hermetically closed, and care must be taken at every instant to prevent the entrance of even the most minute quantity of air, which would have the effect of stopping the action of the bacillus while employed in the process. The great advantage obtained in the Rossi method lies in the fact that the inventor has discovered a ferment of an aerobic nature, for which the presence of air is indispensable for life. On the other hand, this organic ferment consumes pectic matter as food, being indifferent to cellulose. This property gives an advantage when the microbe is placed in contact with the flax, owing to the fact that there is now no danger, as in the rural process of retting, that the normal time for the completion of the process will be exceeded by undue care, and it is well known that in the rural process any such oversight will cause the total or partial destruction of the flax straw when under treatment in river retting.

APPLICATION OF THE PRINCIPLE.

Before examining any of the details, and in order to bring out more clearly the ensemble of the operations which are to be discussed, I will state that the Rossi process for flax retting includes the following stages:—

1. Immersion of the flax in water at 28/30 degrees C. in suitable vats.
2. Addition of a suitable quantity of culture bouillon prepared by means of the ferments discovered by Prof. Rossi.
3. The use of a current of air during the whole time of the operation, which is introduced through the bottom of the vats and passes through the volume of water.

PREPARATION OF THE CULTURE BOUILLON.

The tubes containing the microbes are sent to the factory ready for use, being put up in boxes and containing the exact amount necessary, as prepared by Prof. Rossi. These tubes are now to be employed in the factory for the preparation of a culture bouillon. However, it must not be supposed that a bacteriologist is necessary in order to carry out this process, for the preparation can be effected by an ordinary workman (or woman), who operates as it were mechanically according to the accompanying indications and without any further knowledge of the work, which is thus performed as a routine.

PREPARATION OF THE VATS.

The vats are of very large size and are constructed in reinforced concrete, being open to the air, and have an average capacity of fifty cubic metres each (fifty tons water). At the Bonnetable plant there are four vats in use, placed in line and mounted in a brick foundation, being contained in a closed shed provided with doors in order to keep the vats well sheltered against the weather. Each of the vats contained from 5,000 to 5,500 kilogrammes (5 to 5½ tons) of flax straw in the present case, but the amount need not be limited to this quantity, for the vats could, of course be constructed of larger size, for instance to contain 10,000 kilogrammes of flax straw. On the bottom of the vat and on each side is a branched pipe containing holes, these pipes being used for the air supply. Along the bottom and down the middle of the vat is a perforated tube of larger size, which serves for the introduction of steam, this being employed to heat the water which is to be supplied to the vat to 28/30 degrees C. This water enters the vat through a suitable pipe, and each vat thus contains three sets of pipes, each set being controlled by a separate valve, i.e., one valve for the air supply, a second for the steam and a third for the water.

The bunches of flax straw are laid flat in the tanks and are placed side by side until the vat is entirely filled up. At the Bonnetable plant, the vats are operated in a continuous manner, and the use of the separate tanks allows of carrying on the retting in each vat upon flax of a well determined quality. When the vats are filled up with the flax, the next step is to introduce water, the flax being held down in place by the use of wood strips, as it has a tendency to rise above the surface. This resembles the crate construction known as *ballons*, which is used to hold the flax in the well-known retting method employed in the Lys river. Steam is then introduced in order to heat up the cold water to 28/30 degrees C. The culture bouillon is then brought in buckets and in the open air, and the contents are simply poured upon the surface of the vat. After this the current of air is sent into the vats.

The Bonnetable plant makes use of an air compressor for the set of four vats, which supplies 200 litres of air per minute to each vat. This delivery of air gives rise to a considerable boiling up effect in the tank, and there is produced on the surface a white foam as much as one metre in height, this being so abundant as to spread from one tank to the other. The ferment is now in operation. I observed its increasing effect by a series of microscopic examinations made throughout the entire time of the retting. When magnified to 1,200 diameters, the microbes are seen as rod-shaped bodies which move to and fro in all directions in the liquid, but these movements are observed to be more rapid as the operation goes on. This operation is finished in 36 to 40 hours and the retting of the flax is now accomplished. A longer time can be allowed without any damage to the flax fibre, since as above stated the microbes act only upon the pectic matter and have no effect on the cellulose. By taking out several pieces of the flax and finding whether the fibres can be easily detached, the finishing moment of the process can readily be estimated.

The remainder of the operation consists in removing the bunches, as will be further explained, and emptying the vats. This latter part of the process is effected at the Bonnetable works by the use of a cement conduit which conveys the water directly

into the adjoining river. But here the stream is not polluted as in the case of retting as practised in the rural districts, for the water from the vats has only a slightly yellowish hue, and as the microbe is of the aerobic nature, it does not kill the fish by asphyxiation, by withdrawing the oxygen from the water, as is observed in the Lys region. It is also to be remarked that the tank water has hardly any odour and occasions no inconvenience for this reason. There is nothing here which resembles the nauseating odour such as prevails about the river retting plants on the Lys, which latter are the only ones to be compared with the present.

REMOVAL OF THE FLAX BUNCHES FROM THE VAT.

In order to remove the bunches of flax, the wood pieces which hold down the flax straw under water are removed, and the flax now rises by itself to the surface of the tank. The bunches are taken out one at a time by workmen wearing oilskin suits and provided with forks, and are loaded on spoil cars which run upon a track laid alongside the door of the retting room. It will be observed that the present method of handling the bunches is much simpler than the one which is employed in the rural districts, where it is required to take out the heavy wood boxes which have been lying in the river. The bunches removed from the tanks have a fine colour, and the water which drops off them is almost colourless. As the spoil cars are loaded, they are run off to the drying grounds for the drying upon grass. After a few days the flax is sufficiently dry to be put through the breaking process, but in the winter season, and also in summer during bad weather, an artificial drying method must be employed in order to secure a complete drying of the flax, this being carried out in the following way.

SUPPLEMENTARY ARTIFICIAL DRYING.

The artificial drying plant at the Bonnetable works consists of a long passageway in brick and cement lined, this being entirely closed except at the two ends, and having 26 metres length. A narrow gauge track runs through the passage in order to carry the trucks loaded with flax straw. These trucks are constantly being loaded in the room containing the dryer, each being made up of a wood frame two metres high by 0.70 metres wide and three metres long, in which are placed twenty shelves or racks in wood and iron wire. The drying passage is kept heated in a constant manner over its entire length by the use of a pair of winged radiating pipes laid along the floor, and the passage itself is traversed by a powerful blast of hot air. This air is heated by the use of an air fan placed at one end of the dryer, which forces air through a steam condenser of air surface type, and in this way the air is sent through the set of heating plates of the condenser and then delivered into the dryer or passage. It is understood that the condenser as well as the radiator pipes employ only the exhaust steam from the engine situated in the works.

The damp flax is spread upon the racks and these latter are run in upon the side cleats of the truck frame as fast as they are filled. A frame of this kind will hold ten bunches of about two kilogrammes each.

When the truck is loaded up, it is run into the dryer. A turntable is used at one end of the dryer in order to bring the truck into place and run it in upon the rails, then another truck is made ready, and so on. This is kept up until the dryer is filled up with 28 trucks of the present description, these being pushed in one after the other. During their passage they receive the hot air blast as above stated. It requires two hours to prepare the heating of the 28 trucks, and at the end of this time they are ready to be taken out at the other end of the dryer. The use of thin layers of flax in the frames of course allows the drying to be effected more readily. I observed that the drying action was quite complete by carefully feeling the flax straw on each rack at the

outgoing end and in removing various pieces and testing them with the fingers. In fact, the flax comes out perfectly dry after this treatment, and is in very good condition for use in the breaking process.

The flax straw is then made up in bunches in order to be able to handle it properly, and these are carefully stacked up in the works while waiting for the breaking process.

ECONOMY OF OPERATIONS.

1. The required outfit can be installed at a very low cost, as it includes only a steam boiler, a compressor working at low pressure for the air supply, various piping, cement vats, and the outfit used to transport the flax straw to the drying place.

2. The method of operating is of the simplest kind, since all that is required is to immerse the flax straw in ordinary water heated to the proper temperature for maintaining the life microbe ferment, to prepare this ferment, and to place the culture bouillon in the vats.

3. The quantity of water employed in the process is very small.

4. Only a small amount of heat is required for the operation, since the latter is carried on at a temperature of 28 to 30 degrees C., and this heat is sufficient to provide for the proper working of the retting process.

5. The time employed for the retting of the flax is here reduced to a minimum, since the duration of the process is only 36 to 40 hours.

6. Only a low air pressure is used for the air delivered to the vats, and this requires only an easily operated air compressor, which entails but a small cost.

7. The supply of the culture bouillon tubes is effected under the most favourable conditions, as well as in a very regular manner, and their delivery to the works is guaranteed by the laboratory of Prof. Rossi.

8. The cost of labour is very small. In order to establish this fact in the proper manner, I will mention that the treatment of 8,000 to 10,000 kilogrammes (8 to 10 tons) of flax straw requires only six workmen, this, of course, for the retting process alone, including the filling of the vats with flax and drawing off the water from the same.

It is evident that the amount of labour is much less than what is required for river retting in the rural districts in the Lys river, this latter process being the only one that is to be compared with the present as regards the output of material, as will be further explained. The rural process requires the construction of "ballons" or flax crates, and these must be sunk in the water and then watched during the operation. It is also difficult to remove these crates from the water, and again, if a second retting of the flax is required, it involves the use of the same operations. I need not mention the sorting of the flax straw which must be carried out at all times before and after the retting, etc., and this, to such an extent, that the sorting is practically continuous. However, the final result of all these operations is no better than what is obtained by the Rossi method.

It will also be useful to specify certain other points in the process which will still further bring out its value.

The first point relates to the depth of the vats. The violent and rapid fermentation which is produced during the first part of the operation, in addition to the current of air rising from the bottom of the vats, have the effect of equalizing the temperature of the water and of the flax contained therein, and in this manner the whole of the material undergoes a uniform treatment and the retting is carried on to the same degree throughout. This fact, which is especially characteristic of the Rossi process, allows the use of vats of great depth, and this gives several very marked advantages.

1. As regards the construction of the vats; for it is evident that a vat of four metres depth, for instance, involves a less expense for construction and for piping,

hurdles and roofing, than would be required in the case of two vats of two metres depth.

2. The mass of material used in the retting has a smaller cooling surface exposed.

3. A deep vat will contain a larger amount of flax, owing to the greater compression of the material in the vats, and also to the smaller loss due to unoccupied spaces.

It is evident from the points just mentioned, that the process affords an economy of heat, water and air. On the other hand, the use of very deep vats is an absolutely new point in the retting process. Up to the present time it was impossible to use without considerable drawbacks a greater depth than that represented by a head of flax placed on end, and even in this case it was often required to carry out the retting process a second time, such as is the common practice especially in Belgium, even in what is known as hot water retting.

The second point to which I would call attention is the amount of water employed. Aside from the considerable saving in water which has just been stated as being due to the depth of the vats, a still greater economy in water and heat is due to the fact that the Rossi method—on the contrary to the so-called hot water retting methods—does not require any change of water during the retting process. It is a fact that in Belgium and in all other places the water is changed at least once, and very frequently the water is constantly renewed by the use of a slight current of hot water. This fact, therefore, constitutes a very appreciable novelty, and it should be remarked that in cases where water is scarce, it no longer requires to be renewed and can be used over again for several operations without any drawback.

The third point to be mentioned is relative to the heat employed in the process. In the first place, a considerable economy is already obtained by the low temperature of the water, of 28 to 30 degrees C., but what is to be specially observed is that after obtaining the required temperature at the beginning of the operation, at the time of applying the microbe culture in the vats, this soon sets up a violent fermentation which acts to generate a considerable amount of heat, and this effect keeps up during the process, so that the contents of the vat are maintained at the required degree of temperature. Under these conditions it is not required to make use of any addition of hot water or steam.

RESULTS OBTAINED BY THE PROCESS

At the Bonnetable works, should it be required by customers, and in exceptional cases the retting of flax is carried out simply as such, but the object of the present plant is to purchase the flax straw and sell the product in the shape of flax. To this end the Bonnetable works have added to the retting lay-out a series of shops with machines for cleaning, breaking and scutching. However, it is not my purpose to give any description of this part of the works, as the present report is limited entirely to the question of the retting process.

We consider a loss of weight figured at 15 to 18 per cent. The breaking and scutching processes give on the average 20 per cent of fibres of the kind produced in the Lys region. These are the basic figures for the yield.

As the flax straw is only sorted in a summary manner before the retting process, the proper sorting of the fibres is done after the scutching. In this way it is found that the good qualities of fine straw will produce flax which by reason of their strength, fineness and adaptability to the spinning process, have the same value as the superior quality of flax of the Lys region. On the other hand the intermediate grades will produce good flax, which allows of spinning by the wet process in counts from 40s. to 80s., while the inferior grades can be used to advantage instead of the Russian flax. After making an examination of these different grades of flax, either during the process or after remaining in the store-house, I am in a position to affirm that the Rossi process will produce the best possible results from flax straw of any kind which may be employed.

On the other hand, as the process can be checked up at any instant, the action can be so directed as to turn out products which answer exactly to all demands of the spinning process.

BY-PRODUCTS.

The prices obtained by the sale of the flax produced by the Bonnetable works correspond to the prices of the highest grades of flax in their respective classes. I would also point out that due consideration should be given to the sale of by-products, which are as follows:—

1. Flaxseed.
2. Waste product represented by the hulls of the flaxseed, this being collected after the cleaning process. This product is much in demand as food for stock.
3. Refuse of flax, which is separated during the breaking and the scutching. This is of a woody nature and used as fuel for firing the boiler at the works, and affords considerable economy at the present time
4. Waste fibre products from the scutching, which are known as tow.

MAY BE USED FOR HEMP AND RAMIE.

It may be observed in passing that the Rossi retting process such as is employed at the Bonnetable works in the above-mentioned conditions, is also applicable to the treatment of hemp and ramie, as I was able to observe from samples which I examined at the present works. The retting process as applied to ramie is one which is worthy of attention, for, up to the present time, the complete separation of the fibres could only be obtained by the chemical de-gumming process, and all other methods which have been tried in this direction failed to produce the proper results. It should also be remarked that, according to a series of tests made by M. Rossi, it appears that the fleshy leaves of the agave or sisal when crushed and retted by the present method, will give a good white fibre which is of better quality than that produced in the usual way. This is a point which it is of interest to observe.

From the above careful examination of the economy which is realized in different directions by the Rossi method, I will conclude that I am able to affirm that the flax contains in itself, in the form of shoves and other available waste matter used as combustible, the required number of heat units for effecting the transformation of the flax from the state of straw to that of fibre, the entire process including the cleaning, retting, artificial drying, breaking, scutching, and the cleaning of the tow. The industrial use of the process brings out the above point very clearly, and it may, therefore, be taken as proved beyond a doubt.

The Bonnetable works is under the management of two prominent heads of spinning works, who were obliged to leave their establishment at Lille—like many others—and they employed their extensive capacities in making a success of the present affair.

The different conversations which I had with these persons showed that they took a lively interest in the new method from the different standpoints relating to the cultivation of flax and the future supplies for our spinning works.

It is to be specially observed that the Bonnetable works has been engaged in flax retting for the last two years, working both summer and winter, without leaving a single vat idle, and it was never obliged to treat the same flax over again from insufficient retting. They would have had considerable trouble in dew or river retting on account of bad weather. At the present time, should the flax be cultivated under good conditions, favourable results can always be counted on beforehand, for there is now an absolute control over the retting process, and if 20 kilogrammes of fibre can be counted upon in 100 kilogrammes of flax straw, it can be affirmed that the entire amount of flax will appear in the scutching without any loss whatever.

ESTABLISHMENT OF PIGGERIES FOR BRITISH BACON.

At a meeting of the co-operative wholesale society at Manchester recently the director stated that the society was setting up piggeries in various parts of the United Kingdom to supply British hams and bacon instead of being wholly dependent on Denmark and America. He remarked that the enterprise would result in the employment of much additional labour, as 7,500 pigs would be required every week to supply co-operators.

CO-OPERATIVE PLAN OF BELGIUM SUGAR MANUFACTURERS.

(*Consul Charles Roy Nasmith, Brussels, in United States Commerce Reports.*)

The principal sugar manufacturers of Belgium have just formed a co-operative association, the offices of which are located at 21 Rue Hydraulique, Saint-Josse-ten-Noode, Brussels.

The object of this organization is to group all the manufacturers of sugar together and to work together for the building up of the sugar industry in Belgium. A capital of 60,000 francs (\$11,580) has been subscribed for expenses. New members can be taken in at any time with the approval of the board of directors.

HUGE STOCKS OF IMPORTED COTTON GOODS IN BUENOS AIRES.

(*Economic Supplement Review of the Foreign Press.*)

A correspondent from Buenos Aires writes to the *Sole* (April 19) regarding the situation for cotton goods in the Argentine. He states that there are enormous stocks of cotton goods at present at Buenos Aires, which have been imported from various countries, North America, England, Spain and principally Japan. The invasion of Japanese goods, he states, is colossal. On the other hand imports of Italian cotton goods have fallen off greatly in the last three years, the figures being 110,000, 63,000 and 25,000 quint.

CANADIAN TRADE COMMISSIONERS VISITING CANADA.

The following Canadian Trade Commissioners are now in Canada:—

Dr. J. W. Ross, Shanghai, who will sail from Vancouver for China on July 24.

B. S. Webb, who will travel in Canada for some weeks calling on Canadian manufacturers.

G. B. Johnson, Rio de Janeiro, Brazil, now travelling in Ontario.

D. H. Ross, Melbourne, Australia, who will spend some time in Canada calling upon Canadian manufacturers.

The following Canadian Trade Commissioners are expected to arrive in Canada on the following dates approximately:—

W. J. Egan, Cape Town, South Africa, June 23.

J. E. Ray, Manchester, June 26.

W. A. Beddoe, Auckland, New Zealand, July 15.

Harrison Watson, London, September 15.

Canadian manufacturers wishing to communicate with any of these Trade Commissioners should write to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

CORRESPONDENCE WITH GERMANY REGARDING SHIPMENTS OF FOODSTUFFS.

With reference to general license authorizing on certain conditions supply and negotiations for supply of foodstuffs to Germany the British Board of Trade announce that although license covers direct negotiations with firms in Germany there is at present no direct postal communication between that country and the parts of Germany that are not in the occupation of armies of the associated Governments. Traders should therefore send correspondence for those territories on matters covered by general license through an intermediary in a neutral country.

LICENSES FOR IMPORTATION OF HOPS INTO THE UNITED KINGDOM.

When the British Government removed the restrictions on importation of most of the articles produced in the British Empire they announced that hops, spirits and articles manufactured from gold would still be subject to the import restrictions.

The Department of Trade and Commerce has been advised by the Canadian High Commissioner in London that the Board of Trade has announced that it is prepared to issue licenses for the importation of hops subject to the following conditions:—

1. Parcels grown in and exported from any part of the dominions being the produce of 1916 or later crop will be licensed freely on application.
2. Hops of 1916 or later crop will as a rule be licensed freely from Belgium or France.
3. Hops from elsewhere will be licensed immediately to the extent of one-half of amounts provisionally allotted by the Hop Controller to be purchased in the country specified by him.

The issue of licenses for any additional quantities of foreign hops will depend upon the supply of suitable hops otherwise available in a reasonable time, and importers are required to show to the satisfaction of the Controller of Import Restrictions that their requirements cannot be met by the importation of hops from the British Empire. Applications for licenses should be made not later than June 25 to the Controller, Department of Import Restrictions, London.

FAIR IN BRUSSELS.

The Spanish Ambassador to Belgium reports that the municipal government of Belgium has decided to hold an annual commercial fair. The first of the series may be opened next September. It is stated that the installation expenses will reach approximately 900,000 francs, and the Government has extended its aid in paying this amount by allowing to Brussels a subsidy of 300,000 francs.

At present the city only hopes to cover expenses; only a moderate charge will be imposed on tenants for space, and for the first year it is very probable that preference will be given to Belgians, in view of the precarious condition in which the commerce and industry of that country now finds itself.

NEW INCORPORATIONS.**Dominion.**

G. U. Price and Company, Limited. Incorporators: Waldo Whittier Skinner, K.C., and George Gordon Hyde, K.C.; John Gerard Ahern, advocate; Ronald Cameron Grant, accountant; and Robert John Forster, secretary—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

General Combustion Company of Canada, Limited. Incorporators: Milton Lewis Hersey, Doctor of Science; Henry Hagus Vaughan and Walter Arion Janssen, managers; Norman McLeod Campbell and Percival Woolf, sales managers; George Archibald Campbell, King's Counsel; and Aime Sydney Bruneau, advocate—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Galt Brass Company, Limited. Incorporators: Arthur Wellesley Holmsted, Albert Roy Kinnear and Arthur Beresford Mortimer, barrister-at-law; Aileen Ritchie and Edith Mary Carruthers, stenographers—all of Toronto. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Galt, Ontario.

The Redmond Company, Limited. Incorporators: Walter Robert Lorimer Shanks and Frank Breadon Common, advocates; George Robert Brennan, stenographer; Herbert William Jackson and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$600,000, divided into 6,000 shares of \$100 each. Chief place of business, Montreal.

Harvester Navigation Company, Limited. Incorporators: Miles Garfield White, of Sussex, N.B., lumber merchant; George Whitfield Smith, accountant; Edgar Taylor, lumberman; and Walter Abram Keirstead, merchant—all of Apple River, N.S.; and Judson Arthur Cleveland, of Alma, N.B., engineer. Capital \$128,000, divided into 1,280 shares of \$100 each. Chief place of business, Sussex, N.B.

Canadian Safety Fuse Company, Limited. Incorporators: Gordon Walter MacDougall, K.C.; William Bridges Scott and Linton Hossie Ballantyne, advocates; James Geary Cartwright, accountant; and Jean Murray, stenographer—all of Montreal. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

Ames Holden Tire Company, Limited. Incorporators: Douglas Lorne McGibbon, financier; Talmon Henry Rider, manufacturer; Stephen John LeHuray, advocate; Charles Henry Ancrum, accountant; and Wilma Ethel Coughtry, stenographer—all of Montreal. Capital \$3,000,000, divided into 30,000 shares of \$100 each. Chief place of business, Montreal.

Gates Refractories, Limited. Incorporators: Gerald Augustine Coughlin and Frank Breadon Common, advocates; George Robert Drennan, stenographer; Herbert William Jackson and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$250,000, divided into 2,500 shares of \$100 each. Chief place of business, Montreal.

B. J. Ostrander and Company, Limited. Incorporators: Benjamin Jamieson Ostrander, grain merchant; Harold St. Clair Scarth, barrister-at-law; William Miller Shaw, accountant; Clarence Victor McArthur and Shirley Ogilvie Patrick Gemmill, students-at-law—all of Winnipeg, Manitoba. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Winnipeg, Manitoba.

Argonaut Gold, Limited. Incorporators: Joseph Oscar Gagnon and Leopold Choquette, advocates; Joseph Aristide Parent, notary; Joseph Henri Hebert, clerk, and Louise Laflamme, stenographer—all of Montreal. Capital \$3,000,000, divided into 3,000,000 shares of \$1 each. Chief place of business, Montreal.

Paint and Varnish, Limited. Incorporators: John McNaughton, advocate; Robert Dodd, broker; James Geary Cartwright and James Burnett Taylor, managers, and Edwin Wilfred Griffith, agent—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Ontario.

Atchison and Company, Limited. Incorporators: Maggie Atchison and Sadie Isabella Atchison, spinsters; William Thomas Scott, company manager; William Hodge, gentleman; and Robert Smith, barrister-at-law—all of Cornwall. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Cornwall.

Lake Matachewan Gold Mining Company, Limited. Incorporators: John Frederick McKenzie, agent; Stanley Ross Snook, James Henry Dixon and Robert Benson Rankin, brokers; and Lorna Beechie and Lillian Tarberton, stenographers—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

The Prospectors Development Company, Limited. Incorporators: William Hughes Beatty, James Young Murdoch and Edward Harold Saer, solicitors; Isabel Melvor, book-keeper; and Marjorie Ellen Green, stenographer—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Haileybury.

Wrinch McLaren, Limited. Incorporators: Warwick Wrinch and James McLaren, merchants; Cecil Proctor Henderson, traveller; George Armstrong, accountant; and Robert Burns Bond, broker—all of Toronto. Capital \$100,000, divided into 1,000 shares of \$100 each. Head office, Toronto.

British Columbia.

Athabasca and Peace River Oils, Limited. (Non-personal liability.) Capital \$200,000. Registered office, Vancouver.

THE BIGGEST SHIPPING SALE.

(The Journal of Commerce.)

A transaction declared to be the largest recorded in the history of shipping took place in New York recently when the board of directors and finance committee of the International Mercantile Marine Company approved the sale of the British-owned ships and assets in the company to a British syndicate. The transaction involves five British companies and seven hundred and fifty thousand tons of shipping valued at approximately one hundred and thirty-five million dollars. The stockholders are to vote on the proposition at a meeting called for June 16 next. American and Belgian vessels owned by the International are not affected by the projected transfer according to the president of the company, Mr. P. A. S. Franklin. It is as yet unknown what disposition is to be made of the ships by the British syndicate. About 50 per cent of the British acquisitions is represented by ship tonnage and 50 per cent by securities and cash.

AMALGAMATION OF OIL COMPANIES.

(Trade Commissioner H. G. Brock. London, in United States Commerce Reports.)

The *London Daily Telegraph* of April 4, referring to the Shell Royal Dutch companies having acquired a large interest in the control of Mexican Eagle Oil Co. through the purchase of shares held by S. Pearson & Son (Ltd.), states that this acquisition is expected to increase the oil production controlled by the Shell combination fully 50 per cent and thus strengthen its position in the oil world. In addition to increasing its supplies of refined-oil products, it will be "able to cater for the fuel oil required by the mercantile marines and navies of the world."

The Eagle Oil Co's products will continue to be sold by the Anglo-American Petroleum Co., of London, but in association with the Shell products. British control of the Eagle Oil Co. will continue, while its combination with the Shell group is expected to insure a wider market for its products.

CANADIAN GRAIN STATISTICS.

Quantity of Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East.

Prepared by Internal Trade Division, Bureau of Statistics.

Week ending June 13, 1919.	Wheat	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels	Bushels	Bushels	Bushels.	Bushels
Fort William—						
C.P.R.	331,664	418,269	192,267	217	44,797	987,214
Consolidated Elevator Co.	55,663	41,051	31,250	30,252	2,735	163,951
Empire Elevator Co.	22,098	131,296	37,306	14,876	4,208	209,784
Ogilvie Flour Mills Co.	246,734	47,274	28,826	..	11	322,845
Western Terminal Elevator Co.	22,205	49,460	15,962	25,294	1,483	114,404
G. T. Pacific.	208,80~	349,250	42,423	22,141	5,047	627,669
Grain Growers' Grain Co.	13,369	472,134	139,892	..	25,197	650,592
Fort William Elevator Co.	10,470	262,929	18,404	14,998	3,786	310,587
Eastern Terminal Elevator Co.	52,996	46,747	4,622	..	10,554	114,919
Northwestern Elevator Co.	31,899	45,222	45,481	..	..	125,602
Port Arthur—						
Port Arthur Elevator Co.	515,981	837,867	165,524	..	69,602	1,588,974
Sask. Co-operative Elev.	193,470	206,086	54,512	43,102	17,598	514,758
Canadian Government Elevator.	160,604	198,321	40,361	20,481	13,000	432,767
Can. Govt. Elev., acc. Imp. Govt.	..	..	..	62	..	62
Thunder Bay.	178,436	449,500	70,113	7,964	4,398	710,411
Davidson & Smith.	49,361	122,622	80,705	..	7,313	260,001
Eastern-Richardson.	161,617	70,462	11,753	13,412	129,208	386,452
Total Terminal Elevators.	2,258,375	3,751,490	979,391	192,799	338,937	7,520,992
Saskatoon Can. Govt. Elevator.	265,416	673,922	80,579	1,300	†4,501	1,025,718
Moosejaw Can. Govt. Elevator.	380,155	305,793	38,624	4,348	†3,672	734,355
Calgary Can. Govt. Elevator.	471,209	197,564	34,213	773	†3,316	719,422
Vancouver Can. Govt. Elevator.	4,071	84,072	..	220	12,347	88,363
Total Interior Terminal Elevators.	1,120,851	1,261,351	153,416	6,641	25,599	2,567,858
Depot Harbour.	13,225	..	..	..	..	13,225
Midland—						
Aberdeen Elevator Co.	..	..	Not reported.	..	..	..
Midland Elevator Co.	1,094,160	359,713	..	..	106,373	1,560,246
Tiffin, G. T. P.	669,489	49,260	277,353	..	..	996,102
Port McNicoll.	1,427,702	11,037	59,958	..	..	1,498,697
Collingwood.	..	..	..	..	..	..
Goderich—						
Elevator & Transit Co.	800,813	97,544	..	..	..	898,357
West Can. Flour Mills Co., Ltd.	436,055	..	..	..	..	436,055
Kingston—						
Montreal Transportation Co.	..	..	..	..	..	..
Commercial Elevator Co.	713	298	..	..	..	1,011
Port Colborne Dom. Govt. Elevator.	850,816	..	149,129	..	..	999,945
" Maple Leaf Mill'g Co., Ltd.	..	..	Not reported.	..	..	..
Prescott.	..	..	..	..	..	..
Montreal—						
Harbour Commissioners No. 1.	1,345,221	36,156	996,369	..	..	2,377,746
" " No. 2.	955,579	182,879	335,008	..	..	1,473,466
Montreal Warehousing Co.	510,419	..	643,241	..	..	1,153,660
Ogilvie Flour Mills Co., Ltd.	799,735	479	5,581	..	..	805,795
Quebec Harbour Commissioners.	1,014,215	7,764	..	..	..	1,021,979
West St. John, N.B.	317,685	11,644	51,594	..	..	380,923
Halifax, N.S.	263,261	..	..	..	..	263,261
Total Public Elevators.	10,499,088	756,774	2,518,233	..	106,373	13,880,468
Total quantity in store.	13,878,314	5,769,615	3,651,040	199,440	† 11,489 459,420	23,969,318

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended June 13, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard		1,591	63,087		64,678
No. 1 Northern		129,900	775,315	3,406,233	4,311,448
No. 2 "		190,498	165,691	2,015,334	2,371,523
No. 3 "		412,069	69,624	1,486,272	1,967,965
No. 4 Wheat		569,100	8,373	1,179,020	1,756,493
No. 5 "		280,840	6,710	613,610	901,160
No. 6 "		447,737		1,063,584	1,511,322
Other		226,640	32,051	735,034	993,725
Totals		2,258,375	1,120,851	10,499,088	13,878,314
Oats—					
No. 1 C. W.		1,707			1,707
No. 2 "		338,656	103,456	273,261	735,373
No. 3 "		498,404	100,332	195,402	794,138
Ex. No. 1 Feed		504,454	321,668	139,162	965,284
No. 1 Feed		430,849	281,567	47,923	760,339
No. 2 "		1,585,911	389,086	80,757	2,055,754
Other		371,509	65,242	20,269	457,020
Totals		3,751,490	1,261,351	756,774	5,769,615
Barley—					
No. 3 extra C. W.				1,235	1,235
No. 3 C. W.		239,565	34,498	1,237,446	1,511,509
No. 4 "		289,595	66,947	852,578	1,208,920
Feed		133,505	23,972	98,171	255,648
Rejected		157,121	17,866	324,620	499,607
Other		159,605	10,133	4,383	174,121
Totals		979,391	153,416	2,518,233	3,651,040
Flax—					
No. 1 Northwestern Canada	62	109,680	3,402		113,144
No. 2 C. W.		52,456	1,280		53,736
No. 3 "		23,639	1,069		24,708
Rejected			54		54
Imp. Govt.			239		239
Other		6,961	597		7,558
Totals	62	192,736	6,641		199,439
Rye—					
No. 1 C. W.		7,502			7,502
No. 2 "		239,869	12,347	50,011	302,227
Rejected		37,375		15,067	52,442
No Grade		4,648			4,648
Other		49,543	1,763	41,295	92,601
Totals		338,937	14,110	106,373	459,420
Corn			11,489		11,489
Total quantity in store		7,520,992	2,567,858	13,880,468	23,969,318

Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East on June 13, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>June 13, 1919—</i>			
Terminal elevators.....	2,258,375	5,262,617	7,520,992
Interior terminals.....	1,120,851	1,447,007	2,567,858
Public elevators in the East.....	10,449,088	3,381,380	13,880,468
Total.....	13,878,314	10,091,004	23,969,318
<i>June 14, 1918—</i>			
Terminal elevators.....	1,126,218	5,968,631	7,094,849
Interior terminals.....	388,586	2,310,555	2,699,141
Public elevators in the East.....	3,785,254	8,341,948	12,127,202
Total.....	5,300,058	16,621,134	21,921,192
<i>June 15, 1917—</i>			
Terminal elevators.....	7,192,277	9,146,743	16,339,020
Interior terminals.....	2,225,957	913,078	3,139,035
Public elevators in the East.....	3,197,804	8,446,416	11,644,221
Total.....	12,616,038	18,506,237	31,122,276
<i>June 16, 1916—</i>			
Terminal elevators.....	14,949,372	4,870,225	19,819,597
Interior terminals.....	1,940,908	608,395	2,549,303
Public elevators in the East.....	6,921,974	6,536,916	13,458,890
Total.....	23,812,254	12,015,536	35,827,790
<i>June 17, 1915—</i>			
Terminal elevators.....	2,731,487	2,761,248	5,492,735
Interior terminals.....	204,831	337,523	542,354
Public elevators in the East.....	2,151,041	2,323,143	4,474,184
Total.....	5,087,359	5,421,914	10,509,273
<i>June 18, 1914—</i>			
Terminal elevators.....	4,129,976	5,212,937	9,342,913
Public elevators in the East.....	4,974,784	6,546,584	11,521,368
Total.....	9,104,760	11,759,521	20,864,281

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of United States Grain in Store at the Public Elevators in the East for the week ending June 13, 1919.

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G.T.P., Tiffin, Ont.....			*104,950	104,950
C.P.R., West St. John, N.B.....	44,822			44,822
Government Elevator, Port Colborne, Ont.....				-
Aberdeen Elevator, Midland, Ont.....				-
G.T.R., Depot Harbour, Ont.....				-
Collingwood, Ont., G.T.R.....				-
Montreal Warehousing Co., Montreal, Que.....	182,000	13,302		195,302
Quebec Harbour Commissioners, Quebec.....	163,234			163,234
Maple Leaf Milling Co., Port Colborne, Ont.....				-
Harbour Commissioners No. 1, Montreal, Que.....	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.....	1,564		1,710	3,271
Halifax, N.S., C.G.R.....	27,821			27,824
Kingston, Montreal Transportation Co.....		39,264		39,264
Goderich Elevator and Transit Co.....		660,602		660,602
Total.....	422,569	713,168	106,660	1,242,397

* Rye.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBER DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requesting Addresses.

1446. **Paper.**—A correspondent in London seeks agencies for Canadian paper manufacturers.

1447. **Agricultural implements and machinery.**—The London branch of an important Russian firm wishes to get into touch immediately with Canadian manufacturers of agricultural implements and machinery suitable for the Ukrainian and Siberian markets.

1448. **Flour.**—A merchant firm in Salonica, Greece, wish to arrange with Canadian manufacturers of flour to purchase large and regular quantities, and in this connection desire good-sized samples of higher grades, with quotations c.i.f. Salonica. Information about this firm is available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1449. **Produce and canned goods.**—A Liverpool company wish to get into touch with Canadian shippers of grain, corn flour, corn syrup, canned fruits and vegetables, salmon and lobsters. They already handle other Canadian products and can furnish Canadian references.

1450. **Cotton prints, hosiery, etc.**—A London manufacturers' agent seeks the representation of Canadian manufacturers of cotton prints, hosiery, etc.

1451. **Apples.**—A Bristol firm ask for selling offers of winter apples, barrels and boxes.

1452. **Apples.**—A Bristol firm are open to purchase several cars of apples, boxes especially.

1453. **Apples.**—A Bristol firm are open to purchase apples in boxes and barrels. Can use 500 barrels and 2,000 boxes a week.

1454. **Apples.**—A Bristol firm of brokers wish to establish connections with box and barrel shippers with a view to distribution on commission.

1455. **Apples.**—A Bristol firm would like to receive offers of western box apples.

1456. **Apples.**—A Bristol firm offer to sell apples on commission, or on joint account with reasonable advances.

1457. **Apples.**—A Bristol firm are open to purchase box apples. Can use three cars per shipment.

1458. **Apples.**—A Cardiff firm are open to purchase up to twenty cars of box apples. Are also interested, though to less extent, in the purchase of barrel apples. Shipments to Bristol.

1459-1462. **Apples.**—Four Cardiff firms of fruit brokers offer to sell apples at auction on commission. Shipments to Bristol.

1463. **Apples.**—A Liverpool firm are open to purchase 40,000 to 50,000 box apples and considerable quantities of barrel apples.

1464. **Apples.**—A Hull firm are open to purchase one or two cars a week of box and barrel apples with a special view to continental re-export. Best barrel apples only, no No. 3.

1465. **Apples.**—A Hull firm are interested in offers of box apples up to 10,000 cases, with a special view to continental re-export.

1466. **Apples.**—A Hull firm are open to purchase several cars of box and barrel apples.

1467. **Apples.**—A Hull firm of auction brokers, though preferring to sell on commission, are open to purchase large quantities of apples, 5,000 to 6,000 barrels and up to 12,000 boxes.

1468. **Apples.**—A Hull firm are interested in selling offers of apples.

1469. **Apples.**—A Hull firm solicit apples for auction sale on a commission basis.

1470. **Apples.**—A firm of Liverpool fruit brokers with established connections for barrel apples would like to receive consignments of boxes for auction selling on a commission basis.

1471. **Emery cloth.**—A Lancashire firm ask to be placed in communication with exporters of emery cloth.

1472. **Papers.**—A Liverpool firm ask to be placed in communication with exporters of brown, tissue and wax papers.

1473. **Papers.**—A Liverpool firm are large importers of kraft and M.S. kraft brown wrapping papers, also sulphite cap, white tissue and grease-proof papers.

1474. **Tissue paper.**—A Liverpool firm are interested in importing white tissue paper in reels of 30-inch and in 5-ton lots. Samples have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1475. **Shoes.**—A merchant who was established for fifty years in Rheims, but moved to Paris owing to the destruction of the former city, would like to buy Canadian shoes and other articles and would be glad to receive Canadian catalogues.

1476. **Canadian products.**—An important wholesale distributing firm in St. John's, Newfoundland, is open to transact business with Canadian dealers in beans, canned and dried fruits, canned and dried vegetables, jams and marmalade, honey, pulps, condensed, evaporated milk and milk powder, linseed oil, "manila" and newsprint paper, dimension timber, dressed and rough timber, red cedar shingles, and tallow.

1477. **Jams.**—A firm in Antigua, British West Indies, ask for names of Canadian manufacturers of jams.
1478. **Fishing lines.**—A hardware firm in Antigua, British West Indies, wish to get quotations for Canadian (dyed) fishing lines.
1579. **Optical goods.**—An optician in Antigua, British West Indies, wishes to stock Canadian optical goods.
1480. **Corn and oilmeal.**—A firm in Antigua, British West Indies, wish to be put in touch with Canadian firms exporting corn and oilmeal.
1481. **Harness.**—A firm in Antigua, British West Indies, is desirous of getting in touch with Canadian manufacturers of harness.
1482. **Smoking tobacco.**—A merchant in Antigua, British West Indies, wishes to get in communication with Canadian manufacturers of smoking tobacco.
1483. **Dried and smoked fish.**—A firm in Antigua, British West Indies, is in the market for dried and smoked fish.
1484. **Men's underwear.**—A merchant in Castries, St. Lucia, British West Indies, desires to be put in touch with Canadian manufacturers of men's underwear, especially lines of woollen manufacture.
1485. **Motor-cars and accessories.**—A merchant in St. John's, Antigua, British West Indies, wishes to secure a Canadian motor-car agency, and also a motor-car accessories agency.
1486. **Neckties and suspenders.**—Inquiry is made by a firm in Antigua, British West Indies, for names of Canadian manufacturers of neckties, suspenders and underwear.
1487. **Umbrellas.**—A firm in Antigua, British West Indies, would like to be put in touch with Canadian manufacturers of umbrellas.
1488. **Boots and shoes.**—A dry goods firm in Antigua, British West Indies, are desirous of handling Canadian boots and shoes.
1489. **Canned fish.**—A firm in Antigua, British West Indies, desire to be put in touch with Canadian exporters of sardines, canned herrings and kippered herrings.
1490. **Canned salmon.**—An Antigua firm ask to be placed in touch with exporters of canned salmon and pilchards.
1491. A mercantile firm established in the North Island of New Zealand for over thirty years and well known throughout the district wish to get into communication with large manufacturers of machinery, machine tools and motor-cars in Canada with a view to acting as their agents.
1492. A New Zealand firm wish to secure in Canada machinery required in making sugar of milk, condensed milk and dried milk.
1493. A Belgian firm of importers would like to get into touch with exporters of Canadian products.
1494. **Food products.**—A well-established commission merchant with many years' experience in Genoa, Italy, wishes to get into communication with important Canadian firms dealing in food products.
1495. **Pianos.**—A large furniture store in Johannesburg, South Africa, wishes to buy Canadian pianos. They must be suitable to a hot and dry climate.
1496. **Ice-cream freezers.**—A Johannesburg, South Africa, firm wishes to get ice-cream freezers made in Canada.
1497. **Household furnishings.**—A large establishment in Johannesburg selling house furnishings would like to receive Canadian catalogues of all kinds of household furnishings with a view to making purchases in Canada.
1498. A London firm ask for the names of all Canadian tanners together with the kind of hide each one uses and other information of interest.
1499. A merchant in Salonica, Greece, wishes to purchase large and regular quantities of flour and desires good sized samples of higher grades, with quotations c.i.f. Salonica.

1500. A firm in Christiania, Norway, are prepared to take up new connections in flour, grain and other food articles, as well as coal, iron and steel.

1501. An importer of chemicals in Christiania, Norway, desires to correspond with Canadian manufacturers of drugs, chemicals, oils, provisions, hosiery, cotton goods and wool.

1502. A commission house in Norge, Norway, desires to secure a general representative with exclusive territorial rights for Norway for leading Canadian manufacturers, merchants and exporters.

1503. A firm in Copenhagen, Denmark, desires to correspond with reliable exporters of all raw materials for industrial purposes as well as manufactured goods suitable for import to Denmark.

1504. An import-export and navigation company operating in Russia and the Balkans desire to establish relations with all Canadian concerns interested in that district.

1505. A commission merchant in Saaz (Bohmen) desires to represent manufacturers of Quaker oats, tinned meat and fish, cheese and other foodstuffs in the newly-created states once forming the Austrian-Hungarian Empire, viz., Czechoslovak State, Austria-Hungary, Jugo-Slav State.

1506. A Liverpool firm desire to establish relations with exporters of cereals, canned fruits, canned fish and other articles pertaining to the produce market.

1507. A number of firms in Mexico City are interested in the importation of builders' hardware.

1508. A number of firms in Mexico City are interested in the purchase of canned goods.

1509. A manufacturers' agent in London desires to represent Canadian manufacturers of cotton prints, hosiery, etc.

1510. A firm in Port Elizabeth, Cape Colony, South Africa, desire to correspond with Canadian manufacturers of finished timbers.

1511. A firm in Sydney, Australia, desire to receive details and quotations from manufacturers of Canadian hardware, particularly enamelware and glassware.

1512. A firm in New South Wales, Australia, will welcome quotations from producers of cutlery, hardware, garden tools, poultry supplies, paint and painters' supplies.

1513. A firm in Port Elizabeth, Cape Colony, South Africa, desire to correspond with Canadian manufacturers of hardware, cart builders' and wagon builders' material, leather, finished timbers, etc.

1514. A merchant in Le Havre, France, asks for samples and quotations c.i.f. Havre on condensed milk.

1515. A firm in Sydney, Australia, are interested in receiving quotations and particulars from producers of soft goods, cotton-piece, woollens, silks, etc.

1516. A commission merchant in Johannesburg, South Africa, desires to correspond with producers of textile goods and hardware interested in working up a trade connection with South Africa.

1517. A merchant in Paris, France, asks for quotations and particulars on isinglass, manganese and molybdenite.

1518. A wholesale manufacturing and veterinary chemist in New Plymouth, New Zealand, desires c.i.f. quotations on the best qualities of formaldehyde 40 per cent, and cotton-seed oil.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.**MONTREAL TO LIVERPOOL.**

Scotian, C.P.O.S. Line, about June 26; *Minnedosa*, C.P.O.S. Line, about June 27; *Scandinavian*, C.P.O.S. Line, about June 28; *Grampian*, C.P.O.S. Line, about July 2; *Metagama*, C.P.O.S. Line, about July 9.

MONTREAL TO LONDON.

Inkula, Cunard Line, about June 27; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about June 28; *Batsford*, C.P.O.S.-Furness Line (C.P.O.S.), about July 5; *Vardulia*, Cunard Line, June 30; *Inkula*, Cunard Line, July 5; *Verbania*, Cunard Line, July 15.

MONTREAL TO MANCHESTER.

Manchester Division, Manchester Liners, about June 28; *Manchester Mariner*, Manchester Liners, about July 10.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 30.

MONTREAL TO GLASGOW.

Cassandra, Anchor-Donaldson Line, about June 28; *Saturnia*, Anchor-Donaldson Line, about July 5; *Cassandra*, Anchor-Donaldson Line, about July 15. (Cold storage.)

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about June 24; *Monmouth*, C.P.O.S. Line, about July 12; *Ocean Monarch*, Cunard Line, about June 28; *Copenhagen*, Cunard Line, about July 19.

MONTREAL TO HULL.

Norfolk Range, Furness Line, about June 27.

MONTREAL TO LEITH.

Cairnvalona, Thomson Line, about July 18.

MONTREAL TO DUBLIN.

Lord Downshire, Head Line, about June 25.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about June 25.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

Clan MacWilliam, Houston Lines, about June 25; **Canadian Ranger*, Can Govt. Mer. Marine, Ltd., about July 1.

* Sails to Buenos Aires only.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).
Waipara, New Zealand Shipping Co., about June 28.

From St. John.

ST. JOHN TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about June 28.

From Vancouver and Victoria.

VANCOUVER AND VICTORIA TO HONOLULU, SUVA (FIJI), AUCKLAND, AND SYDNEY.

Niagara, Canadian-Australasian Royal Mail Line, about July 2.

From Victoria.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Africa Maru, Osaka Chosen Kaisha, about July 9.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about July 12.

THE MARKET FOR AGRICULTURAL MACHINERY IN FRANCE.

(Trade Commissioner H. Lawrence Groves, Paris, in United States Commerce Reports.)

The war has greatly depleted the supply of farm horses in France; and, on the other hand, the French Government has accomplished much missionary work in these four years in the introduction and use of the tractor on the farm. These facts have broken down, to a very considerable extent, the well-known aversion of the French farmer to try "something new," and where the nature of his farming will permit, he is looking with favour on the methods of "motoculture" now coming into vogue. American manufacturers of tractors must bear in mind, however, that the size of the average French farm is hardly more than 30 acres, and the average farmer, therefore, cannot be considered a possible purchaser, as in the United States. In the wine-producing districts, there appears to be a considerable demand for a tractor suitable for work in the vineyards. A tractor intended for this work should be, for general requirements, not over 1 metre or 40 inches in maximum width, and should be able to turn about very abruptly.

At the present time for the importation of agricultural machinery into France, it is still necessary to obtain the import license, or permit, from the French Government in the case of each shipment; and for grain harvesting, haying, and kindred machines there seems to be no difficulty in getting this license. For tillage implements the licenses are granted less freely, and for tractors, I am informed, they are withheld entirely for the time being. There is no indication at present how long this latter restriction will last.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street. St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia.
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915) \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

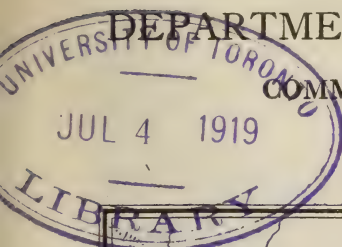
Bureau of Statistics.
The Canada Year Book.
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub-districts with Introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915. 1916.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Athens and the Piraeus. (See page 1222.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA

J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa.

Monday, June 30, 1919.

No. 804

BUSINESS MEN WHO SACRIFICED OPPORTUNITIES DURING WAR NOW SEEKING TO GET BACK INTO COMMERCIAL LIFE.

We are publishing this week on page 1249 of the *Weekly Bulletin* notices regarding a number of business men who have returned from war service and would like to take up agency work for Canadian manufacturers in overseas countries. It is very important that business men who sacrificed their opportunities in Canada to go overseas should have no difficulty in getting back to commercial life. We shall publish from time to time further notices of the same kind.

Canadian manufacturers interested in export trade who have not yet made arrangements for representation overseas might well give consideration to the claims of these soldiers who are in many cases capable business men.

TRADING WITH THE COUNTRIES WITH WHICH WE WERE AT WAR.

The following Order in Council was passed at Government House, Ottawa, on Monday, June 23, 1919:—

Whereas by various proclamations and Orders in Council, persons resident, carrying on business or being in the Dominion of Canada have been prohibited from trading or having commercial or financial transactions with persons resident or carrying on business in an enemy country or any territory occupied by the enemy;

And whereas the Imperial Government has granted licenses permitting persons resident in the United Kingdom to trade and have commercial and financial transactions with persons resident or carrying on business in certain of the said enemy countries and territories previously occupied by the enemy but now in the occupation or under the control of the armies of the Allied Governments;

And whereas it is desirable that the Dominion Government should follow a like policy in regard to trade;

Therefore the Deputy Governor General in Council, on the recommendation of the Acting Minister of Trade and Commerce, and in pursuance of the powers reserved in His Majesty's Imperial Proclamation of the 9th September and 8th October, 1914, and all other powers thereunto him enabling, is pleased to, and doth hereby give and grant license to all persons resident, carrying on business or being in the Dominion of Canada to trade and have commercial and financial transactions with persons resident or carrying on business in an enemy country or occupied territory as aforesaid with whom residents of the United Kingdom have been or may hereafter be permitted by His Majesty's license to trade and have commercial and financial transactions.

Provided always that any license which may be necessary in respect of any transactions under any prohibition of export or prohibition of import for the time being in force in the Dominion of Canada is first obtained.

Provided also that the license hereby authorized shall not permit any person to pay to or for the benefit of any person resident or carrying on business in the said enemy country or occupied territory as aforesaid any sum of money which, by the terms of the Consolidated Orders respecting Trading with the Enemy, 1916, is required to be paid and should still be paid to the custodian thereunder;

Provided also that the license hereby authorized shall not permit any person to pay or deliver to or on behalf of any person resident or carrying on business in the said enemy country or occupied territory as aforesaid any sum of money or property of which by the terms of the said Consolidated Orders respecting Trading with the Enemy, 1916, notice has been or ought to have been given prior to the date hereof; and

The Deputy Governor General in Council, by virtue of the same authority, is further pleased to order and doth hereby order and direct that the said license shall apply to any trading, commercial or financial transactions which may have taken place in Canada as from the date when similar transactions by residents of the United Kingdom were licensed by the Imperial Government.

BRITISH POST OFFICE DEPARTMENT WANTS CANADIAN CEDAR TELEGRAPH POLES.

The British Post Office Stores Department would like to receive tenders from Canada for supply of the following quantities of cedar telegraph poles, quotations c.i.f. British port:—

Length. Feet.	Light.	Medium.	Stout.
28	4,000	3,000	1,000
30	1,000	3,000	2,000
32		1,000	8,000
34		1,000	5,000
36		2,000	9,000
45		1,000	2,000
50		500	1,000
55		200	500
60			500
65			200
70			50

CONSOLIDATED LIST OF BRITISH IMPORT RESTRICTIONS.

The following consolidated list of British import restrictions appeared as a supplement to the *Board of Trade Journal* of June 5, 1919:—

PART I.

Alphabetical List of Goods which may be Imported from Foreign Countries without License.

(Goods marked with an asterisk (*) are those which have been removed from the Prohibited List by means of general licenses issued to the Customs. The other articles are not covered by the Prohibition of Import Proclamations.)

N.B.—All articles, except hops, which are produced in and exported from any part of His Majesty's Dominions may be imported without license.

*Abrasives:—

Alundum grain.
Carbolon grain.
Carborundum.
Chromatium powder.
Emery cord.
Garnet grain.
Silicon carbide.

*Abrasive cloths:—

Aloxite.
Chalk flint combination.
Crystolon.
Emerite.
Emery caps.
Emery cloth or electric discs.
Garnet.
Grey chalk flint.

Alphabetical List of Goods which may be Imported, etc.—*Continued.*

- *Abrasive wheels.
- *Acetic acid, all kinds.
- *Aerated mineral and table waters.
- *Almonds.
- *Aloxite hones.
- *Aluminium powder.
- *Aluminium sheets, foil, circles, rods, bars, ingots, angles, wire, tube, and strip.
- *Ampoule files.
- *Animals, wild.
- *Antimony, crude, regulus, and sulphide.
- *Antimony ore.
- *Antimony ware.
- *Anvils.
- *Apples.
- *Artificial teeth, containing gold.
- *Asbestos, raw.
- *Auger bits.
- *Awl blades.
- *Axes.
- *Bacon.
- *Balances, fine, and spring.
- *Bananas.
- *Barrels, bungs, tits, spiles and shives for.
- *Barytes.
- *Baskets, fruit and vegetable.
- *Beans, baked, tinned.
- * " baked with pork and tomato sauce.
- * " and pork, tinned.
- *Bee-keeping appliances, wooden.
- *Belt hooks, for machinery and sewing machines.
- *Belt laces, leather.
- *Bench drills.
- *Bill hooks.
- *Billiard chalks.
- *Birds, live.
- *Bits, dovetail, and furniture.
- * " expansion.
- Blacking and polishes.
- *Bladders, casings, and sausage skins.
- *Bobbin blocks.
- *Bolt clippers.
- *Bolts and nuts.
- Bones.
- *Boot trees (wood).
- *Boring heads.
- *Boxes and tubes, small, turned wood.
- *Brandy.
- *Bread and meat slicing machines.
- *Bread making machines (hand driven).
- Bristles.
- *Bronze powder.
- *Bullet moulds.
- *Bungs, wooden, for barrels.
- *Burners, gas and oil lamp.
- *Button moulds, wooden.
- *Callipers.
- Candles.
- *Canes, manufactured and unmanufactured.
- *Cans, oil.
- *Capsules, lead, for whisky and other bottles.
- *Carpenters' tools.
- Carriages, wagonettes, carts, etc., other than cycles, motor cars, and motor cycles.
- *Cash registers.
- *Cassia lignea.
- *Castings, bronze (machine or phosphor bronze).
- Cattle and other animal foods.
- *Cattle, de-horning instruments.
- *Cells, Edison and component parts, for electrically propelled vehicles.
- *Celluloid in sheets, rolls, and rods.
- *Cement for leather belting.
- *Chasers.
- *Cheese.
- Chemical manufactures and products (other than drugs, dye-stuffs, and manures) not liable to duty.
- Acetate of lime.
- Acetone.
- Bleaching materials:—
- Bleaching powder.
- Other bleaching materials.
- Boracite.
- Borate of lime.
- Borate of magnesium.
- Borax.
- Brimstone.
- Carbide of calcium.
- Cream of tartar.
- Glycerine:—
- Crude.
- Distilled.
- Muriate of ammonia.
- Soda compounds:—
- Soda ash.
- " bicarbonate.
- " caustic.
- " crystals.
- " other sorts.
- Sulphuric acid.
- Tartaric acid.
- Unenumerated.
- *Chewing gum.
- Chicory.
- *Chimes and whistles.
- Chloral hydrate.
- Chloroform.
- *Choppers.
- *Chucks.
- Cider or perry, not containing added spirit.
- *Cinematograph films.
- *Clamps, adjustable.
- *Cleavers.
- *Clothes horses, wooden.
- *Clothing, men and boys.
- Coal, coke, etc.:—
- Coal.
- Coke.
- Manufactured fuel.
- *Cocoa butter.
- *Cocoa powder.
- *Cocoa, raw.
- *Coffee.
- *Coffee roasting machines (hand power).
- Coir yarn.
- *Collapsible tubes, tin or lead, for medicinal or other purposes.
- Collodion.
- *Combination moulds and ladles.
- *Compo-board.
- *Composition blocks for billiard balls.
- *Coopers' tools.
- Cordage, cables, ropes, and twine, of hemp, coir or like material, other than binder or reaper twine.
- Cork, unmanufactured and manufactured.
- Corn and grain, all kinds.
- *Corn planters.
- *Cornice pole ends, wooden.
- Cotton, raw.
- *Cotton goods, dyed, coloured, and printed.
- *Cotton goods, grey and bleached cloth other than cotton duck.
- *Cotton yarns.
- *Couplings, union, pressed steel.
- *Crabs, prawns, shrimps, and oysters, canned.
- *Cutting nippers.
- *Cycle nipples.

Alphabetical List of Goods which may be Imported, etc.—*Continued.*

- *Cycles, metal parts, and accessories of, other than bells, cranks, frame lugs, hubs, including coaster hubs and hub shells, variable speed gears, pedals, frames, free-wheel clutches, forks, chain wheels, handle bars, lamps (other than electric), rims.
- *Dentists' accessories of all kinds.
- *Dial gauges.
- *Diamonds, unset.
- *Diatomite, or infusorial earth.
- *Dictating machines, and parts, and accessories.
- *Die heads.
- *Dies and die stocks.
- *Door checks.
- *Door handles, wooden.
- *Drags, manure.
- *Drawn thread work.
- *Drill presses.
- *Drill sleeves and sockets.
- *Drills.
- Drugs containing no dutiable ingredient:—
 - Bark, Peruvian.
 - Quinine and quinine salts.
 - Unenumerated (including medicinal preparations).
- Tanning substances:—
 - Bark for tanning.
 - *Extracts for tanning.
 - Gambier.
 - Myrobolans.
 - Sumach.
 - Valonia.
 - Unenumerated.
- Dye woods:—
 - Logwood.
 - Unenumerated.
- Eggs.
- Egg, yolk and liquid, and albumen.
- Electric searchlights.
 - " batteries, secondary.
- *Electrodes.
- *Electrotypes, zinc plates for manufacture of printing plates and zincos, also copper plates, and brass plates.
- *Emery stones.
- *Emery wheel dressers.
- *Enamelled steel tanks with glass linings.
 - Ether, acetic.
 - " butyric.
 - " sulphuric.
 - Ethyl bromide.
 - " chloride.
 - " iodide.
- *Expanding mandrels.
- *Expansion bits.
- *Expansion joints, iron or brass.
- *Farriers' tools.
- *Feathers for bedding; and down, uncleaned and unpurified.
- *Ferrules, steel.
- *Files.
- *Filter candles, and filter cylinders for water filtering.
- Fish (including turtle):—
 - Fresh fish (not of British taking).
 - Shell fish.
- Flax:—
 - Dressed and undressed.
 - Tow, or codilla.
- *Flowers, fresh.
- *Food choppers, or mincing machines (hand-driven).
- *Forks, digging, hay and corn, manure.
- *Formic acid.
- *Foundry flasks.
- *Friction clutches.
- *Fruits, canned, bottled, dried, and preserved.
- *Fruits, fresh, except pears, and grapes.
- *Furrows, and root weeders.
- Galls.
- *Gauges.
- *Geneva, Hollands.
- *Glass cutters.
- *Gloves, leather.
- Glucose.
- Glue, size, and gelatine.
- Glue stock, and pieces for making glue.
- *Goldbeaters skin.
- *Gold, bullion.
- * " leaf.
- * " liquid.
- *Gold, manufactures of, except jewellery and gold nibs.
- *Gold ores, auriferous copper ores, and sweepings and residues containing gold.
- *Granite setts and kerbs.
- *Grease cups.
- *Grinding stones.
- Gum, arabic.
- * " copal.
- * " kauri.
- " lac-dye, seedlac, shellac, and sticklac.
- " unenumerated.
- *Gummite and manufactures thereof.
- *Gut strings.
- Gutta-percha.
- *Hacksaw blades.
- Hair, cow, ox, bull, or elk.
 - " goats, other than mohair
 - " horse.
 - " unenumerated.
 - " manufactures of (other than of mohair).
- *Hair requisites.
- *Hammer heads, iron.
- *Hammers, engineers'.
- *Hammers, hide.
- *Hammers, household or upholsterers'.
- *Hammers, lead.
- *Hams.
- *Hand cultivators.
- *Hand wheel cultivators.
- *Hand drills, and breast drills.
- *Hand grinders.
- *Hand screwing machines.
- *Hatchets.
- *Hay knives.
- *Hay rakes.
- Hemp, dressed and undressed.
 - " tow or codilla.
 - " yarn.
- *Hickory handles for miners' picks.
- *Hickory squares for golf club shafts.
- *Hides, wet and dry.
- *Hoes.
- * " horse.
- *Hollands, Geneva.
- *Hollow-ware enamelled.
- Honey.
- *Hooks, pruning.
- * " wire.
- *Hoop iron over 1 inch wide and thicker than 20 w.g.
- *Hoops, wood, embroidery, wooden.
- *Horns and hoofs.
- *Ice.
- Ice cream freezers (hand power).
- *Injectors and ejectors.
- *Ink:—
 - Chinese Liquid.
 - Copying (printing ink.)
 - Gold, printing.

Alphabetical List of Goods which may be Imported, etc.—*Continued.*

- Ink—*Con.*
 Harness (not containing spirit).
 Lithographic copper transfer.
 Paste.
 Powder.
 Printers'.
 Shoe (not containing spirit).
 Silver, printing.
 Instruments and apparatus, scientific.
- *Irons, gas.
 Isinglass.
 Ivory, animal.
 * " vegetable.
 *Jacks, motor car, and track.
 *Joiners' tools.
 *Jute.
 Jute yarn.
 Jute, manufactures of, other than rugs and matting.
 *Lace, hand made.
 *Lacquered ware, Japanese.
 *Lard.
 " imitation.
 *Lathe carriers.
 * " dogs.
 Leather, the following descriptions:—
 *Buff hides.
 *Fillet.
 *Goat skins tanned.
 *Lamb skins dressed.
 *Sheep skins tanned or dressed.
 *Scrap leather, including upper leather pieces and sole leather scrap, e.g., cut lifts, counter skivings and cut taps.
 *Sole leather offal, viz., bellies, shoulders and heads.
 *Stiffeners, boot and shoe.
 *Waxed, and rough splits.
 *Leather gloves.
 *Liqueurs.
 Liquorice, not containing added sugar.
 *Lithophone.
 *Lobsters, canned.
 *Locks, trunk.
 Locust beans.
 *Lubricators.
 Machinery:—
 Prime movers (except agricultural and electrical).
 Textile.
 *Wood working, and parts thereof driven by power, and suitable for use in cutting, working, or operating on wood, including: Sawing machines of all descriptions, general joiners'; mortise, tenon, and boring machines; lathes and rounding machines; box and cask making machines, and all machines accessory thereto; scraping and sandpapering machines; wheelwright machinery; firewood making and bundling machinery; wood wool fibre and pulp machinery; saw sharpening and setting machines; saw stretchers and brazing apparatus, all machines for grinding; planing, or moulding irons.
 Unenumerated (not including typewriters and sewing machines).
 *Machine tools and parts thereof.
 *Machine vices.
 *Magnesite.
 *Malleable tube fittings.
 *Mangle roller blocks, rough sawn.
 *Manure scoops.
 Manures of all kinds.
 *Marble (unworked).
 * " (powdered).
- Margarine.
 *Masons' tools.
 *Match splints.
 *Mathematical instruments and screws for same.
 *Mats and matting.
 *Measuring tapes and rules (except wooden rules) including verniers.
 *Measuring instruments, electrical, of all kinds, with 4-inch dials and below.
 Meat:—
 Beef.
 Mutton.
 Pork.
 Rabbits.
 Preserved, otherwise than by salting (including tinned and canned).
 Unenumerated.
 *Medicinal preparations containing sugar.
 Metals and ores and manufactures thereof:—
 Ores:—
 *Antimony.
 Other sorts, except gold.
 Manufactures:—
 Iron and steel.
 Pig iron.
 Ingots, blooms and slabs.
 Puddled bars.
 Wrought, in bars, angles, rods, and sections.
 Ship, bridge, and cockle plates and sheets.
 Rails.
 Tyres and axles.
 All other heavy iron and steel, which does not fall under the heading of hardware.
 Other metals (not being hardware).
- Mica.
 *Micrometers.
 Milk.
 *Milling cutters.
 *Mitre blocks and scrapers for metal.
 *Mitre boxes.
 *Motors, electric, up to $\frac{1}{4}$ h.p.
 *Motors, electric, rolling mill for auxiliary, driving up to 250 h.p.
 *Motors, single phase repulsion induction.
 *Musical instruments, including gramophones, but excluding harmoniums, organs, pianos, pianolas, and instruments of a similar nature.
 *Musical instrument parts.
 *Nail pullers.
 *Nails, brass and electro-brassed.
 *Nails, chair and trunk.
 *Nickel oxide.
 *Nuts.
 Nuts and kernels, for expressing oil therefrom.
 Nuts and kernels, unenumerated (not being drugs, dyestuffs, or fruit).
 *Oars and rickers, boat.
 Oil:—
 Fish, viz., train, blubber, sperm, or head matter.
 Animal.
 Cocoa-nut:—
 Unrefined.
 Refined.
 Mineral jelly (including vaseline).
 *Olive.
 Palm.
 Lubricating oils.
 Turpentine.
 Essential (if not capable of retail sale as perfumery).
 Unenumerated.

Alphabetical List of Goods which may be Imported, etc.—*Continued.*

- Oil-seed cake.
 *Oil stones.
 Oleomargarine or oleo oil.
 *Oleo stearine.
 *Onions.
 *Oranges.
 *Packing, cotton duck, and other descriptions of.
 *Packing, metallic steam.
 Painters' colours and pigments:—
 *Asphaltum.
 *Bitumen for black varnish.
 *Bone pitch.
 *Brunswick black.
 *Burnt sienna.
 *Bone black.
 *Carbon black.
 *Carmine.
 *China ink.
 *Chinese ink.
 *Cinabar, native.
 *Cobalt oxide.
 *Earth colours.
 *Earth sienna.
 *Gamboge.
 *Gamboge gum.
 *Indian ink.
 *Imitation goldleaf.
 *Lime, green.
 *Ochre.
 *Orpiment.
 *Umber.
 *Zaffre.
 Paraffin wax.
 *Pea harvesters.
 *Pearls and precious stones unset.
 *Peat moss litter.
 *Pencils, slate.
 *Pencil slats, cedar.
 Perry.
 *Persimmon blocks for golf club heads.
 Photographic apparatus as follows:—
 *Camera shutters.
 *Cinematograph cameras.
 *Ferrotypes plates.
 *Positive papers.
 Piassava fibre, and other fibres for brush making.
 *Picking bands, chrome.
 *Piercers, punches, and round hole perforators.
 *Pimento.
 *Pipe Cutters.
 *Pipe tongs, adjustable.
 *Pipe vices.
 *Pipe wrenches.
 Pipes of all sorts, for smoking tobacco.
 Pitch (other than coal pitch).
 *Plaiting of all descriptions, including sparterie, but excluding visca plait.
 *Plasters, medical, of all descriptions, containing more than 50 per cent of cotton material.
 *Pliers.
 Plumbago.
 *Plyers for sheep.
 *Plywood.
 *Plywood chair seats (perforated).
 *Polishing heads.
 *Potato diggers, hooks, and planters.
 Poultry and game.
 *Pressure regulators.
 *Pressure and vacuum gauges.
 *Pumice stone and pumice powder.
 *Pump and engine governors.
 *Punches.
 Painters' colours and pigments:—*Con.*
 *Rags, angola and woollen.
 *Rags, cotton, for other than papermaking.
 *Rakes, steel-headed.
 *Rattans and malacca canes.
 *Reamers.
 *Red oxide of iron.
 *Reels and spools, wooden, required for textile trade.
 *Rennet, dry, and extract of.
 *Returned empties.
 *Rods, copper, steel, and iron wire.
 *Rolled gold, sheet wire, and chain.
 *Rosaries.
 Rosin.
 Rubber, raw.
 *Rubber, scrap or waste.
 *Rubber-covered rollers for clothes wringers.
 *Rubber manufactures other than tyres, boots and shoes, and stationery articles.
 *Rum.
 *Safety razor blades.
 *Sake.
 *Salt.
 Sand.
 Sauces or condiments.
 *Saws, band, circular, crosscut, kitchen and others.
 *Screw brass parts for use on telephones.
 *Screwing tackle (i.e., chasers, dies and stocks, taps and thread milling cutters).
 *Screws, wood.
 *Scythes strickles, carborundum.
 *Scythes.
 Seeds, all except soya beans.
 *Seed cleaning machines.
 *Seeders.
 *Sharpeners, knife carborundum.
 *Sharpening stones.
 *Shears, pruning, sheep and garden.
 Shells of all kinds.
 *Shipwrights' tools.
 *Shives, wooden, for barrels.
 *Sickles.
 *Silica sand.
 Silk:—
 Knubs, or husks of silk, and waste.
 Waste noils.
 Raw.
 Yarn.
 *Skins and furs (unmanufactured).
 *Skins for capping medicinal preparations.
 *Slide rules of metal.
 *Smiths' tools.
 *Soap and soap stock.
 *Sockets, wire rope, drop forged steel.
 *Sorghum carpet whisks.
 *Soups containing sugar.
 *Soya beans.
 *Spanners.
 *Spectacle cases of metal.
 *Spectacle ware, unglazed, of all kinds.
 Spices, all except pimento.
 *Spiles, wooden, for barrels.
 *Spirit levels.
 Sponge.
 *Spoons and forks, tinned iron.
 *Springs for the upholstery trade.
 *Springs, door and gate, of all kinds (including spring hinges).
 *Stamps, hand, metal for numbering and dating.
 *Stapling presses.
 Starch, dextrine, and farina or potato flour.
 *Staves.

Alphabetical List of Goods which may be Imported, etc.—*Continued.*

- *Steam traps.
- *Stones and slates, sawn and hewn, but not dressed.
- Straw.
- *Straw envelopes.
- *Strings of all kinds for musical instruments.
- *Strip steel, heddle iron hook, tube, ground flat steel stock.
- *Sugar, articles and preparations containing, used for food.
- *Sugar cane.
- *Swage shapers.
- *Syringes, medical, of all kinds.
- *Tailors' shears and trimmers, 6 inches or more in length.
- Talc, French chalk, steatite mineral white, silica, and soapstone.
- *Tallow.
- *Tapping attachments.
- *Taps.
- *Tap wrenches.
- Tanning extracts:—
 - *Chestnut.
 - *Hemlock.
 - *Mangrove.
 - *Oak.
 - *Quebracho.
- Tar (other than coal-tar).
- *Tea.
- *Telephone switchboards and parts.
- *Telephones, and telephone parts, except telephone brackets and parts.
- *Terminals, brass, for electric fuse boards.
- *Time recorders, and parts thereof.
- *Tits, wooden, for barrels.
- *Tobacco, unmanufactured and manufactured (including cigars and cigarettes).
- *Tool holders.
- *Traps, rat and mouse, wood with wire springs, etc.
- *Treadle lathes of 3 inch centres and over.
- *Trench struts.
- *Tube expanders.
- *Turkey stone powder.
- *Turnery, for the furniture trade.
- *Tubing, flexible metallic.
- *Typewriters and parts thereof.
- *Union coupling, pressed steel.
- *Vacuum cleaners, including electric vacuum cleaners.
- Varnish (not containing spirit).
- *Vegetables, canned, bottled, dried, and preserved, and pickles.
- *Vegetables, in brine.
- Vegetables, raw, except tomatoes and onions.
- Vinegar and acetic acid for table use.
- *Watches of all kinds, and parts thereof.
- *Water gauge fittings.
- Wax (including ozokerit and earth wax).
- *Welt ploughs, Deacons.
- Whalebone (including finners).
- Willows and canes, for basket-making.
- *Wine.
- Wire:—
 - *Brass.
 - *Coppered steel spring.
 - *Copper.
 - *Copper clad.
 - *Phosphor bronze.
 - *Steel wire coppered and flattened.
 - *Tinned mattress.
 - *Wire leading in nickelled copper.
- *Wires, flexible for telephony and house wiring.
- *Wood blocks, and unfinished turnery parts for toys.
- *Wood boring bits.
- *Wood flour.
- *Wood heels, shanks, and pegs required by the boot and shoe industry.
- *Wood hoops and ends for barrels.
- *Wood skewers.
- *Wood and timber, hewn and sawn, planed and dressed of all kinds (not including pit props, and pitwood or box-boards and case boards cut to length and size).
- *Wood scrapers.
- *Wood ware for drawing offices and schools.
- *Wood wool.
- Wool.
- Woollen and worsted yarn.
- *Yeast.

PART II.

Alphabetical List of Goods which may not be Imported without License.

Article.	Extent to which licenses will be issued.*
Agricultural machinery.	
Aluminium, hollow-ware, and other articles, except aluminium sheet, foil, circles, rods, bars, ingots, angles, wire, tubes, and strip, and aluminium powder.	
Apparel, ladies', including corsets.	25 per cent of 1916 imports.
Arch supports.	
Art, works of.	Licensed free on application.
Automatic machines for retail sale of any article.	
Auto-scooters.	
Ball bearings.	
Ball bearing bolts.	
Ball retainers.	
Barb wire.	
Barrels or drums, steel, for containing oil or chemicals.	
Barrows, steel.	50 per cent of 1913 imports (Belgium).
Baskets, other than fruit and vegetable baskets.	50 per cent of 1916 imports (other countries).

* Where no ration is stated, the goods will be licensed *only exceptionally*, as and when required.

Alphabetical List of Goods which may not be Imported, etc.—*Continued.*

Article.	Extent to which licenses will be issued.*
Baths, metal and fittings thereof.	
Batteries for pocket lamps.	
Beer.	
Bells, door.	
Binder twine.	
Boards, washing, and paste.	
Bolts for bags and cases.	
Bone, manufactures of.	100 per cent of 1913 imports.
Boot laces, cotton.	100 per cent of 1916 imports.
Boots and shoes.	25 per cent of 1913 imports.
Boots and shoes, rubber.	50 per cent of 1913 imports.
Boxboards, cut, for packing of edible goods in tins and bottles, and all other commodities.	75 per cent of 1913 imports, in proportionate quarterly amounts.
Boxboards, cut to length for packing cases for foodstuffs, except those packed in tins and bottles.	Licensed freely on application.
Box strappings and fasteners.	
Brislings, herrings, sprats and mousses, tinned, in oil, or tomato, or other dressing.	
Brooms and brushes.	100 per cent of 1916 imports.
Brush stocks, wooden.	
Bulbs (flower), medicinal bulbs and herbs, hyacinths, early single and double tulips, crocus, Spanish iris, gladioli, chionodoxa, scilla sibirica.	Licensed freely on application.
Bulbs (flower), other sorts.	
Bulbs for electric lamps.	50 per cent of 1913 imports.
Butter.	
Buttons.	100 per cent of 1916 imports.
Cables and wires, electric (other than flexible wires for telephony and house wiring).	
Cameras, fitted with lenses.	
Carbons for arc lamps, cinemas, and search-lights.	20 per cent of 1916 imports.
Carpets.	25 per cent of 1917 imports.
Carpet sweepers.	
Cartridges.	
Casket hardware.	
Cast steel pins for textile purposes.	
Celluloid, manufactures of, other than in sheets, rolls, and rods.	
Cement, except for leather belting.	
Chains.	
Chinaware, earthenware and pottery.	50 per cent of 1913 imports.
Clocks, parts and movements.	50 per cent of 1913 imports.
Clogs and clog soles, wooden.	
Cloisonné ware.	
Cocks for gas, water and steam.	
Cocoa, preparations of.	100 per cent of 1915 imports.
Cornice poles and rings, wooden.	
Cotton duck.	25 per cent of 1913 imports.
Crowbars.	
Curios.	Licensed freely on application.
Curtain rods.	
Cutlery, other than safety razor blades.	
Cycles, other than motor cycles.	
Cycle (pedal) accessories:—	
Frame lugs, hubs, including coaster hubs and hub shells, variable speed gears, free wheel clutches, cranks, pedals, rims, frames, forks, handlebars, chain wheels, bells, lamps, other than electric.	
Dowels.	
Drawing pins.	
Dry cells and primary batteries, except those for pocket lamps.	20 per cent of 1916 imports.
Electrical accessories and parts thereof, including fan motors.	
Electrical cooking, heating, and domestic laundry appliances, except electric washing machines and electric vacuum cleaners.	

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Alphabetical List of Goods which may not be Imported, etc.—*Continued.*

Article.	Extent to which licenses will be issued.*
Embroidery, cotton.	50 per cent of 1916 imports (by weight).
Erasers.	33½ per cent of 1916.
Fan blowers and forges.	Licensed freely on application.
Fancy goods (articles de Paris).	
Fatty acids.	
Feathers for bedding, and down, cleaned and purified.	Admitted to extent of 1913 imports in proportionate monthly quantities.
Feathers, ornamental—egret, heron, lyre bird, bird of Paradise, Argus pheasant, Impeyan pheasant, condor, albatross.	
Fence stretchers and strainers, wire.	
Fibre flax seed for sowing.	
Fire extinguishers.	
Flax yarn and all manufactures thereof.	
Flowers, artificial.	
Forgings, drop, other than wire rope sockets.	
Forgings and castings for motor vehicles.	50 per cent of 1913 imports in proportionate monthly quantities.
Furniture, domestic of all kinds.	
Furniture and cabinet parts, mill finished, not assembled.	50 per cent of 1913 imports in quarterly amounts.
Furniture, office and institution (including roll top desks, cabinets, etc., and chairs).	
Furniture casters of all kinds.	
Fuses, fuse components and parts.	
Games and playing cards.	20 per cent of 1913 imports.
Gas mantels, rings and supports (earthenware).	100 per cent of 1916 imports in quarterly amounts.
Gauze, painted iron mosquito.	
Gilt ware, and plated ware.	25 per cent of 1916 imports from all Allied and neutral countries, the permissible percentage of gold content being 4 per cent by value.
Gin.	
Glassware, the following:—	
Scientific, machinery, optical, miners' lamp glasses.	
Glassware, other sorts (including bottles and jars).	50 per cent of 1913 imports.
Gloves, fabric, and fabric for the manufacture of gloves.	100 per cent of 1916 imports.
Granite, dressed.	
Guns and rifles.	
Handbags, purses, wallets, of leather, and goods of a like nature.	25 per cent of 1916 imports, from America, Japan, and Italy.
Handles, broom.	
Handles, tool, of all kinds, except hickory shafts for miners' picks.	
Hand wagon movers.	
Hardware, not otherwise specifically mentioned.	Licensed freely on application.
Hoists, electric, except Yale triplex electric hoists.	
Hoists, Yale triplex electric.	
Hooks and eyes.	100 per cent of 1913 imports.
Hops.	
Horn, manufactures of.	100 per cent of 1913 imports.
Hose, clamps, brass.	
Hosiery, cotton in the piece.	50 per cent of 1916 imports.
Hosiery, cotton, other than in the piece.	
Instruments, electrical measuring, of all kinds, except those with 4-inch dials and under.	
Instruments, musical, harmoniums, organs, pianos, pianolas, and instruments of a similar nature.	25 per cent of 1913 imports; ration to be based on the number of instruments.
Instruments, surgical and medical.	
Insulating cloths, tapes, including varnished cambrics and oiled silks.	25 per cent of 1913.
Irons, flat or laundry.	
Ivory, manufactures of.	100 per cent of 1913 imports.
Jacks, except motor car and track jacks.	

* Where no ration is stated, the goods will be licensed *only exceptionally*, as and when required.

Alphabetical List of Goods which may not be Imported, etc.—*Continued.*

Article.	Extent to which licenses will be issued.*
Jewellers' findings, chain, brooch catches, pins and joints, snaps, bolt and split rings of base metal or gilt.	Licensed freely.
Jewellery.	
Jewellery, imitation.	25 per cent of 1916 imports being continued and extended to all countries; permissible percentage of gold content being 4 per cent by value.
Joinery, builders' (including builders' mouldings).	
Lace, machine-made.	50 per cent of 1916 imports.
Lamps, blow.	Licensed freely on application.
Lamps, electric, incandescent (i.e., complete lamp bulbs with filaments), and filaments' supports, contacts and tubes.	
Lamps, indoor oil, of all kinds.	
Lamps, metal parts of.	
Lanterns, hurricane.	
Lasts, boot and shoe, wooden.	
Lawn mowers.	Quantity admitted in the 8 months ending September 1, 1919, is not to exceed 50 per cent of imports of whole year 1913.
Lead wool.	
Leather, sole, other than offal (i.e., bellies, shoulders, and heads).	Prohibited until after June 30.
Leather, upper.	Prohibited until after June 15.
Levers for braces.	
Locks and padlocks, except trunk locks.	
Machinery, dairy, wooden.	
Magnetos.	
Mangles.	25 per cent of 1913 imports.
Marble, worked.	100 per cent of 1916 imports.
Matches.	290,000 gross of boxes monthly from Scandinavia; 90,000 gross of boxes monthly from Belgium.
Metal boot protectors.	
Metal fittings and frames for bags and trunks.	
Metal fittings for corsets and suspenders.	
Metal parts for loose leaf ledgers.	
Metal tips for penholders.	
Meters, electric, house service.	
Methyl, alcohol.	
Mops.	
Motors, electric, and parts thereof, other than for renewals, except (a) small motors up to $\frac{1}{4}$ h.p.; (b) rolling mill motors for auxiliary driving up to 250 h.p.; (c) single phase repulsion induction motors.	
Motors, fan.	
Motor vehicles, including bicycles and accessories.	50 per cent of 1913 imports.
Motor vehicles, spare parts.	Licensed freely for renewal purposes only by way of repairs to foreign-made vehicles already on the road.
Mouldings, pressed (as distinct from picture frame mouldings and builders' mouldings).	
Mouldings, picture frame.	100 per cent of 1916 imports.
Nails, wire and extras.	
Nails, cut (iron or steel).	
Nails, felt (iron or steel).	
Nails, hob.	
Nails, horseshoe.	
Nails, shoe.	
Nails, wire hob.	
Nails, wire shoe.	
Oil cloth, except table baize, blind cloth, and leather cloth.	Licensed freely on application.
Paints and enamels.	Prohibited until July 1.
Painters' colours and pigments, the following: Brilliant, bronze-blue, chrome-green and yellow, chromate of lead, copper oxide, minium, oxide of tin, steel-blue, Parisian blue, powder colours, red lead, vermilion.	Ration 50 per cent of 1916 imports.

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Alphabetical List of Goods which may not be Imported, etc.—*Continued.*

Article.	Extent to which licenses will be issued.*
Painters' colours and pigments, the following: Litharge, ultramarine blue, white lead, satin-white, lamp-black.	
Paper clips, wire.	
Pens, fountain, containing no gold.	24 tons per annum distributed among importers.
Pen nibs, gold.	Present ration being maintained.
Pen nibs, other than gold.	33½ per cent of 1916 imports.
Pencils.	Ration 50 per cent of 1916 imports.
Perfumery and toilet preparations.	
Photographic apparatus, except the following: Camera fitted with lenses, ferrotype plates, camera shutters, positive papers, cinematograph cameras.	33½ per cent of 1913 imports.
Pegs, clothes, wooden.	
Pinch bars.	
Pins and safety pins, wire.	
Pipes, cast-iron and fittings.	
Pipes, rain-water.	
Pipes, soil guttering.	
Pistols and revolvers.	
Plants and trees.	
Plugs, wooden, for paper reels.	
Potash salts.	
Potato-chipping machines.	
Press buttons.	
Pulleys, iron and steel, except pressed steel pulleys, of which 200 tons (actual net weight are to be admitted until September 1).	
Pulleys, wooden.	
Pulley blocks, steel, except Yale triplex.	
Pulley blocks, Yale triplex.	100 per cent of 1913 imports to regular pre-war importers.
Pumps, semi-rotary.	
Red prussiate of potash.	
Refrigerators, wooden.	
Rivets, boot and shoe.	
Rods, brass, tape and strip.	
Rollers, mangle, wooden.	
Rollers, spring blind.	
Roller bearings.	
Rope, wire.	
Rubber bands for stationery articles.	75 per cent of 1916 imports in proportionate quarterly amounts.
Rubber, reclaimed.	
Rules, slide, other than metal.	
Rules, wood (including 12-inch school rules).	
Saccharin.	
Safes, ice, wooden.	
Salmon, canned.	
Scales.	
Scissors of all kinds under six inches.	
Sewing machines, domestic, hand and treadle, and parts thereof.	75 per cent of 1913 imports.
Shafts, turned, for golf clubs.	
Shaft bearings, shaft bearing boxes, blocks for shafting, shaft collars, shaft couplings, shaft hangers, shaft hanger frames.	
Shop cranes, portable.	
Shuttles and bobbins, wooden.	
Silk.	
Silk manufactures.	From Switzerland, 50 per cent of 1916 imports. From other countries, licensed freely.
Silver manufactures (other than silver watches and watch cases) and electro-plate.	50 per cent of 1913 imports.
Skins and furs, manufactures of.	
Slates, roofing.	
Speed indicators or tachometers, other than those required for use on motor cars.	
Spirits, raw, for industrial purposes.	
Spring cotters.	
Spring washers.	

* Where no ration is stated, the goods will be licensed *only exceptionally*, as and when required.

Alphabetical List of Goods which may not be Imported, etc.—*Continued.*

Article.	Extent to which licenses will be issued.*
Stationery articles, the following:—Rubber faced hand dating and numbering stamps, stamp inking pads, stamping outfits complete, sealing-wax, endorsing ink, pen-holders, wax crayons.	Present ration of 33½ per cent of 1916 imports maintained.
Steel balls.	
Stereoscopes without lenses.	
Stoves, gas.	
Stoves, oil cooking and heating, with wicks, including blue flame atmospheric stoves.	
Stoves and ranges.	
Stoves, wickless.	
Strip, cold rolled steel.	
Studs, frost for horseshoes.	
Studs, shoe.	
Studs, frost for motor car tires.	
Studs, wire protector.	
Tanks, steel.	
Taper pins.	
Tennis racquet frames (unfinished).	
Tomatoes.	
Tools, shoemakers'.	
Toys, other than electric toys, including parts thereof.	20 per cent of 1913 imports
Toys, electrical.	
Tractors and tractor ploughs.	
Trees and plants.	
Trolleys and trucks for warehouse and wharf.	
Trimmings, the following:—	
Webbings, fringes, braids, wicks, galloons.	100 per cent of 1916 imports.
tapes, Visca plait, upholstery and dress cords.	
Tubes, brass.	
Tubes, brass-coated.	
Tubes, copper.	
Tubes, welded iron and steel up to two inches in diameter.	
Tubing, solid drawn, weldless.	
Tires, rubber.	50 per cent of 1913 imports.
Umbrella frames, tubes and fittings.	
Valves, gun metal, brass, bronze for gas, water and steam.	100 per cent of 1916 imports.
Valves, iron and steel.	
Valves, iron foot.	
Weighing machines (and scales).	
Weighing machines, portable platform.	
Wheels, Warner, and component parts.	50 per cent of 1913 imports in quarterly amounts.
Other wheels.	
Whisky.	Prohibited from United States except in the case of consignments proved to have been actually paid for by the consignees in this country prior to January 1, 1919.
Wood, manufactures of, not otherwise specifically mentioned.	Licensed freely on application.
Wire bale ties.	
Wire, enamelled copper.	
Wire, galvanized.	
Wire, nickel.	
Wire, steel and iron.	
Woollen goods.	Licenses granted freely on application for cloth 14 oz. and over and 54 inches wide.
Wringers.	25 per cent of 1913 imports in quarterly amounts.
Zinc oxide.	50 per cent of 1913 imports.

Licenses for goods of French origin should, as hitherto, be obtained by the French exporter from the Paris branch of the Department of Import Restrictions, 10 Place Edouard VII, Paris. Application should be made before the despatch of the goods from France.

* Where no ration is stated, the goods will be licensed *only exceptionally*, as and when required.

APPENDIX.

Prohibited Articles which are not dealt with by the Department of Import Restrictions.

Prohibited articles in respect of which application should be made *not* to the Department of Import Restrictions, but to the authority shown against each.

All bonds, debentures, stock or share certificates, scrip and other documents of title relating to any stocks, shares or other securities; with the exception of matured bonds redeemable in the United Kingdom and coupons falling due for payment in the United Kingdom.

The Secretary,
The Treasury, S.W.I.

All rouble notes (other than rouble notes issued by the Caisse d'Emission of the Provisional Government of Archangel).

All derivatives of coal tar generally known as intermediate products capable of being used or adapted for use as dyestuffs, or of being modified or further manufactured into dyestuffs.

All direct cotton colours, all union colours, all acid wool colours, all chrome and mordant colours, all alizarine colours, all basic colours, all sulphide colours, all vat colours (including synthetic indigo), all oil, spirit, and wax colours, all lake colours, and any other synthetic colours, dyes, stains, colour acids, colour bases, colour lakes, leuco acids, leuco bases, whether in paste, powder, solution or any other form.

The Secretary,
Licensing Sub-Committee, Dyes Department, Board of Trade, Danlee Buildings, 53, Spring Gardens, Manchester.

Cocaine and opium.

The Under-Secretary of State, Home Office, Whitehall, SW.1.

Paper and cardboard (including strawboard, pasteboard, millboard and woodpulp board), and manufactures of paper and cardboard, engravings, etchings, photographs, pictures, other than works of art, and certain classes of printed matter.

Paper Import Restrictions, Department 23, Buckingham Gate, S.W.1.

Sugar.

The Royal Commission on the Sugar Supply, 14 Great Smith street, London, S.W.1.

THE OVERSEAS TRADE OF THE UNITED KINGDOM.

CHIEF TRADE COMMISSIONER HARRISON WATSON.

Improvement in British Export Trade.

London, June 12, 1919.—While the protraction of the peace negotiations causes a delay in the return to normal conditions, it is gratifying to learn from the official Board of Trade figures—which are the only definite index to what is taking place—that the progress of the overseas trade of the United Kingdom is running upon lines which are in the best interests of the country.

The figures which have just been issued for the month of May show that the recovery in export trade which commenced early in the year is being well maintained, and the total by valuation (£75,839,984) amounts practically to an advance of 50 per cent over the figures for January.

The totals for May and the same month in the previous year are:—

	May, 1919.	May, 1918.
Imports..	£135,657,051	£125,907,284
Exports..	64,344,542	44,967,221
Re-exports..	11,495,442	3,400,208
Total..	£211,497,035	£174,274,713

Investigation of more detailed returns shows that the results are also satisfactory in other directions, because whereas in comparison with May, 1918, there has been an advance in the value of the imports which amounts to 7·7 per cent in the case of British exports it was 43·1 per cent, and as regards re-exports 238·1 per cent, this increase was wholly due to imports of raw materials, which amounted to £22,500,000, and there was an actual decrease of nearly £7,500,000 under the heading food, drink and tobacco, and £5,500,000 in manufactured goods. The bulk of the increase related to wool, the value of which augmented by nearly £16,000,000.

The arrival of the raw materials, which were badly needed for the restoration of British industries, is obviously of great importance to the country.

Upon analysing the exports of British products, it is found that of the increase of £19,377,321 over May, 1918, nearly £12,500,000 represented manufactured goods, the improvement being scattered over practically all the principal items, a position which is also welcome to the British industries.

Although in the case of re-exports the totals are small in comparison with British goods, the large increase from £3,400,208 of 1918 to £11,495,442 indicates distinct improvement in the entrepôt trade of the United Kingdom.

Imports from Canada.

Turning to details of imports which are published for foodstuffs, it is noticeable that arrivals from Canada are in most cases largely in excess of those of a year ago, some details being as follows:—

	May, 1918. Cwts.	May, 1919. Cwts.
Wheat.....	1,239,800	3,173,000
Flour.....	761,100	597,100
Barley.....	12,500	119,500
Bacon.....	69,794	167,585
Hams.....	2,355	5,725
Cheese.....	3,905	2,370
Eggs.....	.....	Gt. hnds. 104,622
Canned salmon.....	21,612	Cwts. 49,665
“ lobsters.....	2,110	2,124

There were no imports of either butter or oats from Canada in May, 1919.

It is known that in spite of great shortage of ocean space considerable quantities of Canadian manufactured goods have been arriving here, but particulars of these are only published once a year, so there is no means of arriving at any idea of the magnitude of the business.

ATHENS AND THE PIRAEUS.

Athens, the capital of the Kingdom of Greece, is situated in 23° 44' E. and 37° 58' N., towards the southern and central end of the principal plain of Attica. The nearest point between the city and the sea (on the Gulf of Ægina, at Phalerum) is a little over three miles. Population, 168,000.

Piræus, the port of Athens, round which its industrial and commercial activities centre, lies about five miles to the southeast, and has a population of 95,000. It was anciently connected with Athens by walls known as the Long Walls. Its chief imports are coal, iron and general cargoes, and it exports oil, sponges, resin, olives, tobacco, and marble. The port is capable of accommodating the largest war vessels, with a depth at the entrance to the harbour of 45 to 48 feet, and a depth at quays of 20 to 24 feet. During 1916, 2,658 steamers of an aggregate of 2,329,919 tons entered the port of Piræus, and of this total 2,494 steamers of an aggregate of 1,898,059 tons were under the Greek flag.

The sketch map on the title page of this issue illustrates the mutual dependence of Athens and the Piræus.

MERCHANDISE MARKS REGULATIONS FOR GOODS IMPORTED INTO THE UNITED KINGDOM.

The following memorandum regarding merchandise marks was issued by the British customs:—

1. Foreign goods imported into the United Kingdom which do not bear any marks whatever, either on the goods themselves or on the packages or wrappers containing them, are not required to bear any qualifying statement or indication, such as "Made abroad," "Made in Japan," etc.

2. Foreign manufactured goods bearing a name or trade mark, being, or purporting to be, the name or trade mark of a manufacturer, dealer, or trader, in the United Kingdom, must have that name or trade mark accompanied by a definite indication of the country of origin of the goods. The name of the country is a sufficient indication, without the words "Made in," if a name or trade mark only appears, e.g., "John Smith, Holland," would be satisfactory. If such a mark as "John Smith, Sheffield," is used, then the qualification must be "Made in Holland," or similar wording.

3. If foreign imported goods bear the name of a place identical with, or a colourable imitation of, the name of a place in the United Kingdom, the name should be accompanied by the name of the country in which the place is situated. Thus Boston, in Massachusetts, should be accompanied by the name "United States," or by the initials "U.S.A."

4. If a trade description includes the name of a place, and the goods on which it appears are not the produce of that place, or of the country in which it is situated, the trade description must be accompanied by a statement indicating the actual country of production. For instance, a wine, the produce of California, and described as "Sherry" (which word is derived from the name of the place Xeres), should have that description accompanied by the statement "Produced in California," or should be described as "Californian Sherry." An exception to this rule is made in cases where the name of a place in a trade description is indicative merely of the character of the goods, and is not calculated to mislead as to the country of origin. Thus such a description as "Brussels Carpet," or "Portland Cement" need not be accompanied by a statement of the country of actual production, unless as required under paragraph 2 above.

5. Trade descriptions in the English language applied to foreign goods imported for home use from non-English-speaking countries are not regarded as indirect indications that the goods are of British or Irish origin, unless the officers have good ground for considering that such trade descriptions are specially designed to convey, and do in fact convey, an impression of British or Irish origin for the goods.

Trade descriptions on imported goods in a foreign language, which is not that of the country from which the goods are imported, must be accompanied by a statement of the actual country of production of the goods, e.g., "Made in Portugal."

6. As regards watches, any mark on the case is deemed to extend to the watch. If, therefore, a watch case is made in this country, and bears any statement or indication of such origin (as, for instance, a British assay mark), and the watch itself is made in Switzerland, then there must appear either—

- (a) in close proximity to the assay mark a conspicuous statement that the watch is of foreign make; or
- (b) on the dial and also on the top or bottom plate of the movement, visible between the bridges, an indelible statement or indication that the watch is of Swiss origin.

7. All qualifying statements or indications must be distinct, in equally conspicuous and indelible characters with, and in close proximity to, the marks they are intended to qualify.

8. Marks on samples or patterns, whether of British or foreign manufacture, are not required to be accompanied by any qualification, provided such samples or patterns are valueless in themselves, do not form whole or complete articles, and can be readily distinguished as samples or patterns.

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

COMMERCIAL AGENT C. E. SONTUM.

The Norwegian Paper and Wood-pulp Market.

Christiania, Norway, June 2, 1919.—According to the Norwegian trade paper *Farmand* business in chemical pulp continues very quiet. Reports from abroad as to developments in the paper trade appear, however, to justify expectations of a more active demand. Some paper mills have closed down, and it is feared that others will follow on account of large stocks and the difficult market situation in England. Two representatives of the paper makers have recently gone to England with the object of procuring information as to the future working of the new paper regulations.

There is still a fairly active demand from England for wood goods. Prices are firm with a rising tendency in connection with the scarcity of tonnage and freights advancing. Norwegian shippers have generally been reserved in their attitude lately, as they are working under uncertain conditions with higher wages and stoppage of work in view. It appears as if the boxboard factories would again have plenty of orders, inquiries having arrived lately for millions of boxes for shipment successively during a year.

The Export of Canned Goods again Free from Norway.

For the information of the Canadian importers of sardines and other canned goods from Norway, it should be stated that the restrictions against export, which have been in force during the war, have now been cancelled.

Artificial Coals from Sulphite-Lye.

At the Greaker cellulose mill near the city of Fredriksstad, Norway, a new method for producing fuel from sulphite-lye has recently been tried, and the result is exceedingly satisfactory. It will in this way be possible to extract surprisingly large quantities of fuel from this lye, which before was thrown into the sea. The mill will in this way obtain much more fuel than it needs for its own wants. For Norway, Sweden and Finland the new invention will be of considerable importance, as in this way a large part of the coal fuel, which otherwise has to be imported, may be replaced with this artificial fuel. The factory is so far only built up to one-half of its intended size, but will soon be extended. The fuel is produced as a brownish powder, which is burnt in a special kind of oven. The factory and its new method has been the subject of much attention among specialists, and there is an influx of foreign engineers to look at it. The mill mentioned above will, besides fuel for its own use, have considerable for sale.

A Movement to Secure General Agencies for Norway for Norwegian Citizens.

The Association of the Import and Export Agents of Norway have sent out a call to the Norwegian business world to work towards securing general agencies for foreign goods of Norwegian citizens. The Norwegian market is small on account of the thin population, and the agents for the surrounding countries therefore, when securing

general agencies for their own countries, frequently demand and also get the general agencies for Norway. In this way it is not only the agent's commission, which goes over into foreign hands, but as a consequence of the general agency lying outside of Norway, it is not seldom that the Norwegian importers in this way must buy from foreign wholesalers, who have secured the right for themselves to sell in Norway besides in their home market. Goods handled in this way of course become more expensive, and thereby also in the long run do not give rise to such a demand as goods that can be bought direct.

It is therefore to be recommended that Canadian exporters seeking a market in Norway employ Norwegian citizens as their agents. Any Canadian manufacturer requiring further information may address C. E. Sontum, Canadian Commercial Agent, Grubbegd No. 4, Christiania.

The Fish and Oil Trade.

The cod fisheries off the coasts of Norway have turned out very well this year, the statistical reports showing the following figures up to the middle of May:—

	1919.	1918.	1917.
Cod caught (millions)	23.7	17.3	23.0
Steamed medical oil (hectolitres)	29,188	16,039	33,141
Raw liver for making oil (hectolitres) . .	4,060	6,431	3,499

The mackerel fisheries which have just started also look very promising.

The Erection of a Danish Transatlantic Wireless Telegraph Station.

The Norwegian Consul General at Copenhagen reports that at the request of the Traffic Minister of Denmark there has by the Danish telegraph directory been worked out a proposal for the erection of a large transatlantic wireless telegraph station in North Sjaelland. It is supposed that the Poulsen system of wireless telegraphy will be employed. The expenses are calculated at about \$800,000. At the same time the question about a wireless station on Greenland will be taken up for consideration, and likely also the telegraph situation on Iceland and the Faroe islands will be considered along with those other projects.

THE DEMAND FOR MEAT BOXES AND BUTTER SHOOKS IN ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

MEAT BOXES.

June 14, 1919.—Large numbers of boxes are used by the Argentine packing houses for the purpose of shipping the various classes of meat products, such as sweetbreads, livers, etc. The boxes are purchased knocked down and afterwards put through a nailing machine at the works. In normal times most of the shooks are imported from Sweden and the United States, but lately owing to the larger requirements consequent upon the increased European demand, and the difficulties experienced in obtaining regular supplies from abroad, orders for considerable quantities have been placed locally.

Inquiries made at two of the larger establishments regarding the style, measurements, and approximate prices of boxes in use, elicited the following information, which may be of interest to Canadian box-shook manufacturers.

Meat boxes in general are required to be made of a non-odorous spruce or similar class of wood. They are shipped well tied up in bundles containing 20 tops, sides or heads and 25 bottom pieces each, each bundle being bound tightly with baling wire. Meat boxes are allowed into Argentina duty free.

The dimensions given for the principal types used by one of the largest packing houses are as follows:—

	Width.	Length.	Depth.	Ends.	Sides.	Tops and Bottoms.
No. 1..	9-3/8"	12-15/16"	11-3/16"	3/4"	1/2"	1/2"
No. 2..	16"	15-13/16"	9"	3/4"	5/8"	1/2"
No. 3..	12-3/8"	18 1/2"	12 1/2"	3/4"	5/8"	1/2"
No. 6..	17"	24"	8"	3/4"	5/8"	5/8"
No. 7..	17"	26"	12"	1"	5/8"	5/8"

The measurements given above are interior. The prices c.i.f. Buenos Aires which are being paid to-day for meat boxes of the above dimensions are as follows:—

No. 1.	Parana pine,	25 cents each.
No. 2.	Spruce	" 42 "
	Parana	" 34 "
No. 3.	Spruce	" 51 "
	Parana	" 40 "
No. 6.	Spruce	" 68 "
	Parana	" 57 "
No. 7.	Spruce	" 1.02 "
	Parana	" 72 "

Parana pine is a Brazilian wood somewhat similar to that generally known as Brazilian pine, but is more yellow in colour than the Brazilian pine which has a streak of red. Parana pine is not, of course, so well adapted for the purpose of meat shipping as is spruce, but as can be seen it has a considerable advantage in point of price. (See Trade Inquiry No. 1562, page 1246.)

Another large English freezing establishment which specializes in corned beef is using two different sized boxes of the following dimensions:—

To hold 48 1-lb. cans—
Inside measurements—
Length, 17 1/2"
Width 9 3/4"
Depth 8"
Wood measurements—
Sides, 19" x 8" x 5/8"
Heads, 9 3/4" x 8" x 3/4"
Tops and bottoms, 19" x 11" x 1/2"
To hold 12 6-lb. cans—
Inside measurements—
Length, 21 1/2"
Width, 13 1/4"
Depth, 10 3/4"
Wood measurements—
Sides, 23 1/2" x 9 1/4" x 5/8"
Heads, 12" x 9 1/4" x 3/4"
Tops and bottoms, 23 1/2" x 13 3/4" x 1/2"

Eighty per cent of the total number of boxes used are of the first type, i.e., to hold 48 1-pound cans. Supplies of these boxes have been received from Europe and some are occasionally purchased locally and the printing in each case is different; those from Europe being ink-printed, whilst those purchased locally are fire-branded.

The present source of supply is Sweden, and the boxes, made of Norwegian spruce pine, well tied up in bundles containing 20 tops, sides or heads and 25 bottom pieces each, work out at the following prices c.i.f. Buenos Aires:—

Boxes to hold 48 1-lb. cans—
\$0.88 paper, at 44 and 1.0364—\$0.373 United States gold.
Boxes to hold 12 6-lb. cans—
\$1.31 paper, at 44 and 1.0364—\$0.556 United States gold.

Boxes made of Brazilian pine, Brazilian spruce, and Argentine poplar have been used with good results.

In normal times the boxes were obtainable at prices 30 per cent cheaper than those quoted above.

This freezing establishment is prepared to consider quotations c.i.f. Buenos Aires, including the branding of its mark on the four sides, it not being of much importance the way in which they are marked provided this work is well done and the boxes altogether good to look at. (See Trade Inquiry No. 1563, page 1246.)

A third company, owning two large plants, are at present using poplar shooks, made locally, for a large range of different-sized boxes. Quotations c.i.f Buenos Aires, will be considered for shooks of the sizes given below and for the quantities enumerated:—

(See Trade Inquiry No. 1564, page 1246.)

DIMENSION OF SHOOKS FOR MEAT BOXES.

Approximate monthly requirements.	Dimensions of the Shooks.	Capacity in cubic feet.
"A" 150.....	Ends $17\frac{1}{2}$ " x 5" x $\frac{3}{4}$ " 1 piece. Sides 28" x 5" x $\frac{1}{2}$ " 1 " Tops 28" x $18\frac{1}{2}$ " x $\frac{1}{2}$ " 4 or 5 pieces.	0·91 0·97 3·60 5·48
"B" 100.....	Ends 17" x 7" x $\frac{7}{8}$ " 1 or 2 " Sides $23\frac{1}{4}$ " x 7" x $\frac{1}{2}$ " 1 or 2 " Tops $23\frac{1}{4}$ " x 18" x $\frac{1}{2}$ " 4 or 5 "	1·44 1·13 2·90 5·47
"C" 50.....	Ends $18\frac{1}{2}$ " x 7" x $\frac{7}{8}$ " 1 or 2 " Sides 26" x 7" x $\frac{1}{2}$ " 1 or 2 " Tops 26" x $19\frac{3}{4}$ " x $\frac{1}{2}$ " 4 or 5 "	1·57 1·58 3·57 6·72
"D" 40.....	Ends $16\frac{1}{2}$ " x 6" x $\frac{3}{4}$ " 1 " Sides $23\frac{1}{4}$ " x 6" x $\frac{1}{2}$ " 1 or 2 " Tops $23\frac{1}{4}$ " x $17\frac{1}{2}$ " x $\frac{1}{2}$ " 4 or 5 "	1·63 0·97 2·83 4·83
"F" 3,250.....	Ends $20\frac{1}{2}$ " x 9" x 1" 1 or 2 " Sides 28" x 9" x $\frac{1}{2}$ " 2 or 3 " Tops 28" x 18" x $\frac{1}{8}$ " 5 " 4 stays and butts 9" x 2" x $\frac{1}{2}$ " "	2·56 1·75 3·50 0·35 8·06
"H1".....	Ends $14\frac{1}{4}$ " x $5\frac{1}{2}$ " x $\frac{7}{8}$ " 1 or 2 " Sides $20\frac{1}{4}$ " x $5\frac{1}{2}$ " x $\frac{1}{2}$ " 1 or 2 " Tops $20\frac{1}{4}$ " x $15\frac{1}{4}$ " x $\frac{1}{2}$ " 3 or 4 "	0·95 0·77 2·14 3·86
"H2" 1,500.....	Ends $14\frac{1}{4}$ " x 7" x $\frac{7}{8}$ " 1 or 2 " Sides $20\frac{1}{4}$ " x 7" x $\frac{1}{2}$ " 2 " Tops $20\frac{1}{4}$ " x $15\frac{1}{4}$ " x $\frac{1}{2}$ " 3 or 4 "	1·21 0·98 2·14 4·33
"H3".....	Ends $14\frac{1}{4}$ " x $8\frac{1}{8}$ " x $\frac{7}{8}$ " 2 " Sides $20\frac{1}{4}$ " x $8\frac{1}{8}$ " x $\frac{1}{2}$ " 2 " Tops $20\frac{1}{4}$ " x $15\frac{3}{4}$ " x $\frac{1}{2}$ " 3 or 4 "	1·41 1·14 2·14 4·69
"J" 100.....	Ends $12\frac{1}{2}$ " x 6" x $\frac{3}{4}$ " 1 or 2 " Sides $20\frac{1}{2}$ " x 6" x $\frac{1}{2}$ " 1 or 2 " Tops $26\frac{1}{2}$ " x $13\frac{1}{2}$ " x $\frac{1}{2}$ " 3 "	0·78 1·10 2·48 4·36
"M" 200.....	Ends $9\frac{1}{4}$ " x 11" x $\frac{1}{2}$ " 2 " Sides $25\frac{1}{4}$ " x 11" x $\frac{1}{2}$ " 3 " Tops $24\frac{1}{2}$ " x 10" x $\frac{1}{2}$ " 3 " 4 stays and butts 11" x $1\frac{1}{2}$ " x $\frac{1}{2}$ " "	0·71 1·30 1·13 0·23 3·37
"N" 1,000.....	Ends $9\frac{1}{2}$ " x 14" x $\frac{3}{4}$ " 2 " Sides 22" x 14" x $\frac{1}{2}$ " 2 or 4 " Tops $20\frac{3}{4}$ " x $10\frac{1}{4}$ " x $\frac{1}{2}$ " 3 " 4 stays and butts 14" x $1\frac{1}{2}$ " x $\frac{1}{2}$ " "	1·39 1·42 0·96 0·29 3·06
"P" 3,000.....	Ends $16\frac{3}{4}$ " x 9" x 1" 1 " Sides $18\frac{1}{4}$ " x $\frac{3}{4}$ " x $\frac{3}{4}$ " 2 or 3 " Tops $18\frac{1}{4}$ " x $17\frac{3}{4}$ " x $\frac{1}{2}$ " 4 or 5 "	2·03 1·71 2·25 5·99

With the exception of types "M and N" the ends require to be placed on one side only.

The number of meat boxes imported into Argentina during recent years are given below:—

	1910-14. Units.	1914. Units.	1915. Units.	1916. Units.
Germany..	247,860	.....	.....	—
Belgium..	47,644	14,510	.....	—
United States..	259,025	90,375	.....	—
France..	24	24	.....	—
Norway..	13,335	10,000	.....	—
United Kingdom..	1,111,246	56,189	.....	—
Sweden..	1,346,889	531,603	.....	—
Uruguay..	52,367	.....	.....	—
Total..	3,088,408	702,701	1,867,619	700,792

For the names of meat-packing companies prepared to consider quotations for the above-mentioned meat boxes, address the Commercial Intelligence Branch of the Department of Trade and Commerce, referring to inquiries No. 1562, No. 1563 and No. 1564.

BUTTER BOXES.

In addition to the above quantities, which relate exclusively to meat packing boxes, considerable numbers of boxes are imported for other purposes, amongst which may be mentioned butter shipments. Exports of butter for 1916 totalled 296,000 cases as compared with 189,000 in 1915 and 125,000 cases during 1914, and this export has enormously increased in 1917 and 1918. The boxes for shipping this commodity formerly came from Sweden but the Canadian non-odorous spruce is known to be eminently suitable for this purpose. Margarine is also exported from Argentine on a large scale and a considerable number of boxes are required for this purpose. The Swedish boxes are made of clean-looking spruce, of a non-resinous nature, and absolutely non-odorous, containing very few knots. The sides are composed of two pieces, joined together by what might be described as two tenons planed on a slanting section. The dimensions given are as follows: The two side pieces, 13½-inch by 12-inch by ½-inch; ends, 12-inch by 12-inch by ¾-inch; bottom, 13-inch by 13½-inch by ½-inch; lid, 13-inch by 13-inch by ¾-inch. The quantities of wooden boxes of all kinds (exclusive of meat boxes) imported during the five-year period ending December, 1914, averaged 200 tons per annum; during the year 1915, 1,235 tons valued for customs purposes at \$53,000; and in 1916 1,113 tons valued at \$50,000.

OPPORTUNITY TO SELL CANADIAN BUILDING MATERIALS IN FRANCE AND GREECE.

Mr. Philippe Roy, Commissioner General for Canada in France, writes:—

A Canadian architect from Montreal, whose address will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, is in association with five other gentlemen in Paris who have secured a contract for rebuilding as follows:—

City of Soissons (Aisne), 2,000 houses. City of Crouy (2 kilometres from Soissons), 450 houses. City of Cuffies (2 kilometres from Soissons), 200 houses.

Seven other villages, as follows: Vic-sur-Aisne, Aubleny, Perlent, St. Bandry, Coeuvres, Cutry, Laversine. The number of houses in each of these villages is not yet mentioned.

This architect states that he has two offices in Soissons city and a branch office at Valenciennes (Nord).

The requirements will be: (1) stone; (2) reinforced concrete; (3) lumber.

With regard to stone, it is to be used for houses; stone is on the spot. In regard to reinforced concrete, this is to be used for factories. Lumber naturally will be used

everywhere. What the architect will wish to get hold of now and which he can use from Canada will be armatures for reinforcing concrete, and lumber.

He states that he is ready to receive any propositions from groups of Canadian contractors, in fact would like to have a general contractor to undertake all construction.

As regards the supplies needed from Canada, these could be shipped to Rouen, perhaps direct or via Havre, and then kept at Rouen and shipped as wanted, by smaller boats, to Vic-sur-Aisne. Vic-sur-Aisne could be the centre of distribution for this work.

One of a group of engineers and financiers that is handling large works in France and in Greece is in direct correspondence with the Government of Greece for the erection of *watering places*, and having a number of contracts to fulfil in France as well as a lot of Eastern business, has expressed a desire to get supplies in Canada. For the Greek contract which is now in process of negotiation, they will be obliged to furnish some things that are French, as per the stipulations in the contract, but there are other materials that they can furnish of foreign manufacture, and knowing Canada's relations with Greece, this gentleman presented himself to the Commissioner General of Canada at Paris. With regard to material coming from Canada, this would come direct to Greece without touching France. Being consulting engineer for the group he represents, he would like to use Canadian prices in connection with his works in France and other parts of Europe, and this should be very interesting as prices in France are much higher than they are in Canada, or even than for like goods of Canadian manufacture now quoted c.i.f. Greek points.

The articles that he is particularly interested in are as follows: Raw materials; bar iron or merchant iron; channel iron. In fact all in steel and iron which enters into the construction and building of railway stations, hotels, palaces, etc., also electrical appliances, railway material and so on. He is also interested in receiving quotations on Diesel engines.

The address of this engineer can be secured on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

CANADIAN BUSINESS MEN VISITING FRANCE.

Mr. Philippe Roy, Commissioner General of Canada in Paris, France, writes to say that it is desirable that Canadian business men should leave their names and addresses, with their itinerary in writing, at his office, 17 and 19 Boulevard des Capucines, Paris. Mr. Roy adds that he is receiving inquiries from newspapers to Canadians visiting Paris, because they wish to put their customers in connection with Canadian merchants. The Canadian is very popular in France, and importers and buyers generally are more favourable towards buying from Canada than from others in whom they are not particularly interested from a sentimental or patriotic point of view.

CANADIANS SHOULD ASK FOR FRENCH IMPORT LICENSES.

Mr. Philippe Roy, Commissioner General of Canada in France, writes that the fact of an article being on the French list of prohibited importations does not necessarily indicate that it is impossible to secure admission into France. In many cases a license may be secured. Mr. Roy advises that Canadian manufacturers have the French importers apply for licenses (*demandes d'autorisation d'importation*) whether or not their goods are entered in the *Journal Officiel* as prohibited imports into France.

BINDER TWINE MAY ENTER FRANCE.

Mr. Philippe Roy, Commissioner General for Canada in France, writes stating that the prohibition on the import of binder twine entering France has been lifted.

THE FLAX SITUATION IN HOLLAND.

PH. GELEERD, ACTING CANADIAN TRADE COMMISSIONER.

Rotterdam, May 15, 1919.—There is much more land in Holland under flax this year compared with last, the difference approximately being 100 per cent. Area under flax in—

	Hectares.
1913..	14,650
1914..	7,723
1915..	8,948
1916..	15,050
1917..	11,971
1918..	5,678

The supply of seed is entirely home-grown, with the exception of 30 metric tons from Russia. Holland anticipates having a large surplus of seed and fibre for export after the season's crop has been harvested.

Pre-war Russia was an important exporter of seed into Holland, the supplies averaging about 3,000 bales of 85 kilogrammes per annum. During the past year Holland exported 3,032 metric tons of seed to Great Britain and Ireland, and 767 metric tons of flax, retted and scutched. No exports were made to France.

THE FISH TRADE OF THE NETHERLANDS.

PH. GELEERD, ACTING CANADIAN TRADE COMMISSIONER.

May 27, 1919.—The total number of vessels employed in the sea and coast fisheries of Holland during the year 1917 was 6,283 (of which 483 were driven by mechanical power), measuring 168,925 tons gross, and 17,673 men were employed in these two industries.

There are no particular methods of curing and packing in vogue in Holland. As a rule, prices are quoted f.o.b., although a number of exporters of cured herring quote c.i.f. when doing business with America. Government inspection is made only for cured anchovies sold for export.

Producers of cured fish, principally herring, conduct their trade through agents, and exporters of fresh fish carry on their business direct with fish dealers in foreign countries, mostly wholesale merchants but also retailers. Foreign importers depend upon importing distributors. There are no new specialties in cured or canned fish.

All fish exported to Germany and Austria is sold prior to shipment. The larger portion of the product exported to Belgium is usually shipped on consignment without sale by exporter. Fresh fish for England is shipped on consignment, while cured fish is sold prior to shipment.

STATEMENT SHOWING THE QUANTITIES OF FISH EXPORTED FROM HOLLAND AND THE PRINCIPAL COUNTRIES OF DESTINATION DURING THE YEAR 1913.

(The quantities are given in metric tons of 1,000 kilogrammes, 1.016 metric tons = 1 imperial ton.)

Countries of Destination—

Herring, salted—

	Tons.
Belgium.. . . .	8,098
British America.. . . .	173
Denmark.. . . .	293
Germany.. . . .	78,046
Great Britain.. . . .	770
Norway.. . . .	1,088
River Plate States.. . . .	303
Russia.. . . .	1,474
Sweden.. . . .	3,789
United States.. . . .	14,247
Other countries.. . . .	426
Total.. . . .	108,707

Herring, smoked—

Belgium.. . . .	1,005
Greece.. . . .	5
Germany.. . . .	1,518
Spain.. . . .	15
Turkey.. . . .	7
Other countries.. . . .	3
Total.. . . .	2,553

Sea fish, fresh—

Belgium.. . . .	11,250
Great Britain.. . . .	98
Germany.. . . .	11,740
Other countries.. . . .	5
Total.. . . .	23,093

Cod, salted—

Belgium.. . . .	149
Cuba.. . . .	50
English America.. . . .	45
River Plate States.. . . .	8
United States.. . . .	175
Other countries.. . . .	2
Total.. . . .	429

Shrimps, salted—

Belgium.. . . .	671
France.. . . .	2
Great Britain.. . . .	1,846
Germany.. . . .	2
Total.. . . .	2,521

Fish, dried, salted and smoked, n.o.p.—

Belgium.. . . .	778
Brazil.. . . .	166
Cuba.. . . .	85
France.. . . .	65
Dutch East Indies.. . . .	6
Germany.. . . .	244
Great Britain.. . . .	259
Norway.. . . .	14
River Plate States.. . . .	396
United States.. . . .	2,529
Spain.. . . .	9
Other countries.. . . .	11
Total.. . . .	4,502

STATEMENT SHOWING THE QUANTITIES OF FISH EXPORTED FROM HOLLAND, ETC.—*Continued*

Oysters and lobsters—	
Belgium.. . . .	1,023
Great Britain.. . . .	569
Germany.. . . .	609
Sweden.. . . .	2
Total.. . . .	2,203
Mussels—	
Belgium.. . . .	31,231
France.. . . .	17
Great Britain.. . . .	4,598
Germany.. . . .	1,153
Total.. . . .	36,999
Dried cod—	
Belgium.. . . .	630
Brazil.. . . .	39
Cuba.. . . .	97
France.. . . .	81
Germany.. . . .	650
River Plate States.. . . .	156
United States.. . . .	255
Other countries	22
Total.. . . .	1,930
River fish, including salmon, fresh, smoked or salted—	
Belgium.. . . .	1,999
Dutch East Indies.. . . .	2
Great Britain.. . . .	1,278
Germany.. . . .	1,891
Norway.. . . .	2
Total.. . . .	5,172
Anchovies—	
Belgium.. . . .	3
France.. . . .	2
Dutch East Indies.. . . .	3
Germany.. . . .	2,126
Great Britain.. . . .	17
Russia.. . . .	5
Norway.. . . .	7
Sweden.. . . .	3
United States.. . . .	26
Total.. . . .	2,192

VISIT OF SOUTH AFRICAN COMMISSION AGENT TO CANADA.

An important commission agent of Cape Town, who covers all centres of South Africa, will arrive in Canada in July for the purpose of arranging South African representation of Canadian firms prepared for export in any of the following lines: Hollow-ware, spanners, shovels, spades, pickaxes, mattocks, adzes, horseshoes, nails and screws, handles (all kinds), cart and carriage material (metal and wood), furniture k.d.s. (parlour, bedroom, tables and chairs), pianos, organs, bicycles, bootmakers' findings, and boots and shoes. Firms desiring an interview are requested to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 23760.

SHIPMENTS FROM CANADA TO SWEDEN.

The Department of Trade and Commerce has received a cable from the Canadian High Commissioner's office in London, under date June 22, conveying the information that the Board of Trade in London has announced that, except for a limited list of goods, all restrictions on imports to Sweden, whether freight or parcel post, have been removed, and that it is no longer necessary to consign the same to special consignees.

METHODS EMPLOYED IN MANUFACTURE OF PAPER TEXTILES.

(Commercial Attaché Erwin W. Thompson, Copenhagen, Denmark, in United States Commerce Reports.)

Yarn and twine made from paper is of some antiquity. The Japanese apparently were the first to use it. A number of patents have been granted in different parts of the world for spinning paper into yarn, but the industry made no real headway until some time after it became apparent that Germany during the World War could not import the usual amount of ordinary textile raw stuffs, such as cotton, wool, hemp, and flax.

Late in 1914 the subject began to be strongly agitated in Germany, and some of the existing textile mills were altered, so that they could use paper as a raw material. This paper was manufactured from wood in Germany, but the best paper was imported from Sweden. In 1914 Germany adapted 25,000 or 30,000 existing spindles to spinning paper of various kinds. These mills turned out paper yarn at the rate of 130,000 to 180,000 pounds per day. The industry grew very rapidly until in 1917 there were something like 900,000 spindles on this work, turning out over 3,000,000 pounds per day at the rate of 3 pounds per spindle per day, which is something like five or six times as much as for cotton yarn of the same counts.

All textile raw materials and manufactures became scarce in Scandinavia during the war, and paper spinning began to make some headway, especially in Sweden, where there is an abundance of the best kinds of paper and paper pulp. The work had not really reached the commercial stage, except for a few specialties, when the armistice was signed. No one in Scandinavia seriously thinks of ordering clothes made of paper, now that commerce is again open and cotton, woollen, linen, and silk goods can be imported in abundance.

PROCESS OF MANUFACTURE—PRICE OF RAW MATERIAL.

There are several different methods of spinning paper, the most common being to cut the paper into narrow strips and twist these strips on spindles arranged for the purpose. This process is quite simple, not requiring anything like as many preparation machines as for the manufacture of cotton or other usual textiles. The cost of manufacturing is thus less than for the other textile materials, both because of having to use fewer machines and because of turning out a larger amount of yarn per unit spindle. Also, the cost of the raw material itself is considerably less than any other material known, especially where it is considered that there is an extremely low per cent of waste in spinning paper. It is reported that the best paper was delivered from Sweden into Germany at 1,600 Swedish crowns (\$428) per metric ton. At normal exchange rates this would figure a little less than 2 cents per pound, whereas cotton, when available on the Continent at all, was worth 30 to 40 cents a pound. Binder twine from paper was quoted in 1916 as low as 2 marks per kilogramme (at normal rates about 22 cents a pound).

Another method is to turn the original wood-pulp into yarn without first making it into paper. This method should be cheaper and more susceptible to variations, such as impregnating the material with waterproofing and strengthening materials and colours. Still another process comprises the dissolving of the wood fibres by various solvents in a similar way to that for artificial silk, so that the threads emerge from the machine as a homogeneous substance not twisted. These threads may afterwards be twisted if desired.

Paper yarn has been spun from a mixture of paper with some raw textile substances, such as tow and various shoddies to give additional strength and to give the product a good appearance, more like ordinary cloth.

WASHING OF CLOTHS MADE FROM PAPER.

Paper yarn is woven into cloth in a great variety of ways, including the use of cotton, woollen, or other kinds of yarn for "filling." The weaving is done with all of the usual kinds of looms, including dobbies and jacquards, and thus all the usual figures and variations of colours may be made. The cloth is often finished to have the same general appearance as wool or cotton, and may be printed if desired.

This paper cloth has been extensively used in Germany during the war for every conceivable purpose and has been successful in varying degrees according to these purposes. For underclothing and all goods requiring washing it has not been so successful. It has been possible by certain kinds of waterproofing to make cloth which would stand washing a number of times; it is claimed, in fact, that a certain kind of towelling made entirely from paper could be washed 30 times, but this is not an average case. For outer clothing it has not been a great success, for while the cloth need not be washed, the exposure to weather and wear destroys it much more rapidly than any other known kind of textile.

In the opinion of most experts in textiles the future of paper fabrics lies mostly in the direction of goods not intended for any kind of clothing and not intended to be washed. Such goods might be wall hangings and decorations, curtains, bedspreads, millinery trimmings, etc. There may be technical purposes for which these goods could be used, including certain kinds of light-service belting for machinery, light harness, and insulating material. One important use is for making bags for various purposes. It is said that very fine bags may be made, lined with thin paper, for holding flour and sugar. No doubt there is some kind of a future for woven-paper fabrics which are not to be subjected to severe treatment in the wear or wash, but it is not believed they can ever compete with cotton, wool, flax, or silk for ordinary articles of clothing.

CLASSIFICATION OF MERCHANDISE AND DECLARATION OF VALUE FOR CUSTOMS PURPOSES IN ARGENTINA.

(British Board of Trade Journal.)

The Board of Trade are in receipt, through the Foreign Office, of information to the effect that, by a recent resolution, the Argentine Minister of Finance has laid down the principle that, for the classification of merchandise upon which customs duties are levied on the basis of being of common, medium or fine quality, it is not necessary for the customs officers to be guided by invoice prices alone, but that they may also accept as a guide the public reputation in which the article is held.

The minister, it is stated, further laid it down that, for the purposes of Articles 15 and 22 of Customs Law No. 4933, providing for duties on the declared value c.i.f. Buenos Aires, of articles not enumerated in the Customs Valuation Tariff, such value must represent actual prices without taking into account any rebate, discount or bonus which may be granted to the buyer for any purpose.

BELGIAN BLAST FURNACES.

(British Board of Trade Journal.)

The first Belgian blast furnace to be relighted since the armistice has recently been fired at the Usines de la Providence, Marchienne-au-Pont. Four of the blast furnaces belonging to this important company are said to have been destroyed by the Germans, and the fifth furnace in which the fires have just been relighted was denuded of all its fittings, which were either destroyed on the spot or removed to Germany.

THE CHOICE OF A REPRESENTATIVE IN FOREIGN MARKETS.

In the past British exporters have been prone to give preference to large and well-known firms, taking too much into account the amount of a prospective agent's capital and similar details, says the *British Export Gazette*. If the representative is to act as sole importer, this precaution is natural and essential. But if a simple commission agent is required, the question of capital and long standing would seem to be of secondary consideration. It is, in fact, highly probable that a newly-established agent, who has neither a large capital nor ostentatious show rooms and offices, and who is working in a more humble way, but who nevertheless has a good social and business reputation, would, granting the possession of the necessary tact, intelligence, and energy, prove a more desirable agent than would be the larger and older established concern. These are points which, as the British Chamber for Italy suggests, should be borne in mind by exporters when making choice of representatives for that market, and, we may add, for most other markets also.

THE MARKET FOR IMPORTS IN HONDURAS.

(*Reconstruction Supplement, Review of the Foreign Press.*)

The principal imports are textile goods, mostly from the United States. Formerly British and German goods competed well with American exports, the latter being much dearer and no better in quality. Silk and cotton linings are sent by the United States, Britain and France in large quantities. Germany is an unsuccessful rival in this line; but China and Japan are dangerous. The ribbon and lace trades are the principal directions of French and German activity. From an authoritative source it is stated that lace-making is 50 per cent dearer in the United States than in France, and considerable quantities of lace are sent from France via New Orleans. Britain and France are the main suppliers of umbrellas, American goods being dearer and no better. Honduras is a great biscuit-importing country. The United States furnished the supplies until export was forbidden. Crockery was once imported mainly from the United States and France, but later Germany captured a good proportion of the trade. China and Japan now supply the quality most in demand, which is light in weight and thus subject to less customs duty than the heavier American ware. British manufacturers of chinaware made a great success with crockery, coloured with the national colours of Honduras. The Japanese offer keen competition to British goods. All the cutlery used was imported from Britain and Germany, although American goods were of better quality. Nowadays it is Japanese and American cutlery which is popular in Honduras.

Before the war Germany supplied a large proportion of the enamelled goods imported; but in 1915-16 the United States was the source of 89.3 per cent of enamelled imports. Soap and candles came from Belgium and Germany; but now, despite the higher prices, they come from the United States, which in 1915-16 sent quantities valuing \$18,172, being 96.2 per cent of the whole imports, Britain sending 3.6 per cent. In order to encourage the manufacture of soap in Honduras, high protective tariffs are put on the imports; but the home product is so inferior that nearly all toilet articles, soap, perfume, etc., are imported from the United States, France and Central America. In 1915-16 these countries sent 92.9 per cent, 5.1 per cent, 2 per cent, respectively, the total value of the imports being \$23,847.

The leather market—including glace kid—is dominated by America, although American goods are no cheaper than French ones. Salvador sends an inferior quality of leather. Patent leather footwear is much affected, and America has full control of the market. Japan is, however, a keen competitor of America in Honduras.

Buttons are also imported. In 1915-16, \$1,420 was the total value of the imports, 6.3 per cent coming from the United States. In normal times Germany, Britain and Spain shared the market; but Japan is now supplying buttons of mother-of-pearl, and the United States have a very small share in this branch of the import trade. Japan controls the toy market, supplying cheap goods, which are mostly in demand; any more artistic playthings which do exist come from Britain and France. Very few landscape picture postcards are sold; they must be sentimental in subject-matter. America supplies the market.

MANY BRITISH MUNICIPALITIES HAVE HOUSING SCHEMES.

An article in the *London Times* of April 21 on the housing needs of Britain's great industrial centres states that Birmingham requires a minimum of 14,000 new houses, and the housing and town planning committee of the city council considers that 5,000 new houses must be built annually for the next 20 years. For erection purposes in the next two years 900 acres have been acquired to build 10 to 12 houses per acre; 80 such houses have already been planned and are expected to be completed by this fall. A public utility society is also reported to have purchased about 34 acres of land, and propose to obtain an advance from the Government of three-fourths of the total cost of acquisition, development of the site, and the building of houses.

MANY MUNICIPALITIES SUBMIT PLANS.

Practically every municipality and local council in the "black country" have submitted building plans to the local Government Board. The town of Dudley, which built 300 model dwellings in 1915-16, has submitted schemes for another 500 houses; the Walsall Corporation has received sanction for a big housing scheme, and at Wolverhampton, where 1,500 new dwellings are needed for workers, the building of 674 will be started immediately. At Luton, a hat manufacturing centre, the corporation has acquired six sites at a cost of about \$220,000, on which 1,000 houses are to be erected at the rate of 12 to the acre.

NOT BRICKS ENOUGH.

The *London Times* of April 24 states that many local authorities have applied to the local Government Board for official approval to start their housing schemes for workers. There are reported to be about 1,800 such local authorities in the country, and up to the present 750 schemes, involving the erection of 128,000 new dwellings, have been submitted. Manufacturers of building materials claim that the Government departments concerned are doing what they can to hasten production of raw materials required for building purposes, but some time is expected to elapse before the production can be considered satisfactory. It is necessary for large brickworks to increase their productive capacity, and for this new machinery is required which will take time to be made. The local Government Board is said to have given orders for thousands of millions of bricks, and to help manufacturers have arranged to pay a large part of the cost when the bricks are in stock. The financial assistance thus offered, however, does not satisfy the smaller brickyards, which claim to be so badly equipped that they cannot compete with better organized and equipped yards, and many of these smaller brickworks have not as yet been able to reopen their establishments.

SPAIN AS A MARKET FOR MANUFACTURED GOODS.

(British Export Gazette.)

Spain, a country of boundless resources which, however, have so far been only very inadequately exploited, is undoubtedly turning over a new leaf in this direction—a development which may be traced directly to the war—which in this case proved a beneficial influence. The finances of Spain have never been better than they are at present, and there are abundant funds that can be devoted to industrial expansion. Whether the comprehensive schemes of the Government will ever eventuate in anything like their entirety remains to be seen, but there is certainly a likelihood that both Spanish and imported capital will be brought to bear on a number of important projects of which mining, water power, irrigation, municipal works, railways, and canals are the most outstanding. Manufacturing industries are also likely to show remarkable expansion. All such developments indicate a large increase in the imports of machinery and equipment, and in the result of great accretion of material wealth to the bulk of the population will inevitably make Spain a much larger market for manufacturing goods of all classes than it has been hitherto.

REVISION OF FRENCH TARIFF.

(British Board of Trade Journal.)

The French Minister of Finance introduced into the Chamber of Deputies on the 27th May a Bill drawn up with the object of increasing French fiscal revenues. The Bill was ordered to be printed, and was sent by the chamber to the two commissions on fiscal legislation and on the budget, which, for this purpose, was authorized to meet and deliberate jointly.

In his speech introducing the Bill, M. Klotz gave an outline of the proposals contained in the measure, which is one of a series to be introduced for the same purpose, i.e., of increasing the revenue of the Republic. The present Bill deals with increases in succession duties and certain other direct taxes, and also with the French customs and consumption duties.

Referring to the customs tariff, M. Klotz said:—

“The re-establishment of commercial freedom, which must be as complete and rapid as possible, renders an examination of the customs tariff absolutely necessary.

“The customs duties laid down in the minimum tariff for manufactured articles were calculated so as to represent for our industries a compensation for the excess charges which they bear as compared with their foreign competitors. But owing to the considerable increase in the prices of goods, these duties have to a large extent lost their value and cannot, therefore, any longer fulfil the duty of protection for which they were established.

“To take an example, a particular class of goods in the category relating to tissues pays a duty which, before the war, correspond to 15.7 per cent of its value. To-day the same duty represents no more than 4.4 per cent of its value—a difference of 11.3 per cent at least. Such calculations have been made very carefully for all categories of manufactured articles, and this examination shows that it is absolutely necessary to add to the duties now in force a compensatory tax in order to make them equal to the pre-war percentages. Such a measure is all the more necessary in view of the fact that since 1916 our industry has, to a certain extent, been protected from foreign competition by the system of import prohibitions.

“The details of the new measure are not yet finally fixed, but complete agreement has been reached between the ministerial departments concerned.

"On the basis already decided on the expected increase of receipts would be not less than 200 million francs."

The measure also provides for increases in the consumption duties on fermented beverages (wines, cider, perry, and beers), mineral waters and aerated beverages (100 per cent on all the foregoing), sugar and glucose, coffee, tobacco, matches, and gas and electricity for lighting.

Further particulars regarding the Bill in question will be given as soon as they become available.

THE CONDITION OF AGRICULTURE IN BELGIUM.

(Economic Supplement Review of the Foreign Press.)

The condition of the agricultural industry in Belgium is described by P. Massonet in *Wirtschaftsdienst* (March 14) as lamentable. Out of the two million head of cattle to be found in the country before the war only 500,000 remain. The shortage of fertilizers is causing great anxiety. The country will have to demand back the cattle commandeered by Germany, and to purchase horses from the Allies. Already some 57 stallions have been returned by Germany, and 135,000 horses have been purchased from the English and American military authorities. This, however, will not affect the butter and meat shortage. Before the war Belgium possessed 900,000 milch cows, and produced 65 mill. kg. of butter, importing in addition 7 mill. kg. as well as 18 mill. kg. of cheese, and between 30,000 and 40,000 head of cattle every year.

ESTABLISHMENT OF NEW INDUSTRIES IN SPAIN.

A Bill has lately been approved by the Spanish Government providing concessions in favour of the creation of new industries or the development of those already existing, says the *Bulletin of the Federation of British Industries*. This law will afford special protection to ship-building, mining, the manufacture of metal goods, agriculture and stock-raising, hydro-electric, exploitation, chemical and textile manufactures, and graphic industries.

It is evident that such developments will create a very large demand for all kinds of plant and workshop supplies. Already in 1917, in spite of labour troubles, there was a considerable increase in Spanish industrial activity which, with the freeing of raw material unavailable during the war and an imported supply of up-to-date machinery and implements, should now go ahead with great strides.

THE PLYWOOD MARKET IN THE UNITED KINGDOM.

(Timber Trades Journal, May 31.)

Holders of heavy stocks of plywood have lately been quoting their stocks at considerably lower prices, and in many cases must be selling at an actual loss. The fall in values is now great, but it is, we think, to a large extent brought about by the anxiety on the part of the large holders to realize their stock. When only small quantities are held prices, generally speaking, are maintained, and merchants express confidence that they will eventually succeed in placing their goods at a profit. The demand is likely to increase rapidly a little later on, but in the meantime a large capital is locked up—capital which is urgently needed for other purposes. Hence the weakening in prices and the low figures which have sometimes been accepted lately.

NEW INCORPORATIONS.**Dominion.**

Hector J. Bousquet and Freres, Limited. Incorporators: Hector Josephat Bousquet, Arthur Bousquet and Edmond Bousquet, jewellers; Ellen Duffy, wife of Hector Josephat Bousquet; Herculine Gaudet, widow of the late Wilfrid Bousquet—all of Montreal. Capital \$300,000, divided into 3,000 shares of \$100 each. Chief place of business, Montreal.

The Ker and Goodwin Machinery Company, Limited. Incorporators: Abraham Goodwin, manufacturer; Willoughby Staples Brewster and George Davey Heyd, barristers-at-law; Edith Robina Hitchon and Edith Nellie Townsend, stenographers—all of Brantford. Capital \$500,000, divided into 5,000 shares of \$100 each. Chief place of business, Brantford.

The Robert Reford Company, Limited. Incorporators: Aubrey Huntingdon Elder and Felix Winfield Hackett, advocates; Darley Burley-Smith, clerk; Bertha Hodgson and Kathleen Gale, secretaries, and William Arthur Coates, manager—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Montreal.

Industrial and Educational Publishing Company, Limited. Incorporators: Howard Salter Ross and Eugene Real Angers, barristers; Henry Murray Gardner and George Thomas Porter, accountants; and Doris Cecelia Haughn, stenographer—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, St. Anne de Bellevue, Que.

William Copping Lumber Company, Limited. Incorporators: Albert Paul Dorais, Oscar Pierre Dorais, and Pierre Euclide Lefebvre, advocates; Jacques Pen-
neton and Robert Poisson, law students—all of Montreal. Capital \$1,000,000, divided into 10,000 shares of \$100 each. Chief place of business, Joliette, Que.

National Hide Company, Limited. Incorporators: Joseph William Paradis, trader, and Antonis Bedard Paradis, wife of the said Joseph William Paradis, both of Rivière du Loup, Que.; Willie Bushenbaum, hide dealer; and Joseph Westrich, traveller, both of Montreal; and Joseph Raoul de Villers, of Victoriaville, Quebec, book-keeper. Capital \$99,000, divided into 990 shares of \$100 each. Chief place of business, Montreal.

Booth-Coulter Coppersmithing Company, Limited. Incorporators: Gerald Augustine Coughlin, advocate; Francis George Bush, book-keeper; George Robert Drennan, stenographer; Herbert William Jackson, and Michael Joseph O'Brien, clerks—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

The Interprovincial Chemical Company, Limited. Incorporators: Joseph Henry Beaudry, agent; Joseph Napoleon Rousseau, manufacturer; Joseph Rene Renaud, and Gaetan Guérin, advocates; and Felix Ménard, insurance agent—all of Montreal. Capital \$99,000, divided into 990 shares of \$100 each. Chief place of business, Montreal.

D. L. Robertson, Limited. Incorporators: Frank Breadon Common, advocate; Francis George Bush, book-keeper; George Robert Drennan and William Patrick Creagh, and Herbert William Patrick Creagh, stenographers; and Herbert William Jackson, clerk—all of Montreal. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal. (Private company.)

West Kirkland Gold Mines, Limited. Incorporators: William Daley, electrical engineer; Richard Sedgwick Dougan, captain in the United States Army, of Chicago; Charles Herschel McNight, captain in the United States Army, of Lynchburg, Virginia; James Cromarty Leith, government inspector of stores; and James Rogers, master mechanic—all of Toronto. Capital \$500,000, divided into 500,000 shares of \$1 each. Chief place of business, Toronto.

Satimo Company of Canada, Limited. Incorporators: Errol Languedock, K.C.; Colville Sinclair, Ralph Erskin Allan and Jean Pierre Charbonneau, advocates; and William Taylor, manager—all of Montreal. Capital, \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Robert Gibson and Sons (Canada), Limited. Incorporators: Frederic Hulbert Gibson, Manchester, England, manufacturer; Arthur William Patrick Buchanan, K.C.; Lucien Eudore Provencher, student-at-law; and Elizabeth Florence Hallam, stenographer—all three of Montreal; and Geraldine Elizabeth McGarigle, of Verdun, Que., stenographer. Capital \$100,000 divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

Motor Mail of Montreal, Limited. Incorporators: Jacob Nicol, King's Counsellor; Wilfrid Lazure and Joseph Sylfrid Couture, advocates; Albina Laroche and Ella Brouillette, stenographers—all of Sherbrooke, Que. Capital \$100,000, divided into 1,000 shares of \$100 each. Chief place of business, Montreal.

British Columbia.

Battery House, Limited. Capital, \$150,000. Registered office, Vancouver.

New Era Mines, Limited. (Non-personal liability.) Capital, \$100,000. Registered office, Vancouver.

Ontario.

Barry-Hollinger Gold Mines, Limited. Incorporators: George Herbert Sedgewick, John Wellington Pickup, James Aitchison, and Robert Elmer Fennell, barrister-at-law; and Catherine Gallagher, stenographer—all of Toronto. Capital \$2,000,000, divided into 2,000,000 shares of \$1 each. Head office, Toronto.

Sun Oil Company, Limited. Incorporators: Joseph Montgomery, barrister-at-law; Daniel Alexander Sherig, accountant; Teddy Oke, salesman; Elsie White, book-keeper, and Minnie Lazarus, stenographer—all of Toronto. Capital \$500,000, divided into 500,000 shares of \$1 each. Head office, Toronto.

Saskatchewan.

Western Canada Finance Corporation, Limited. L. H. Lamont, J. H. Menzies, Charles A. Dunning and W. F. A. Turgeon—all of Regina. Capital \$100,000, divided into 1,000 shares of \$100 each. Registered office, Regina.

TENDERS INVITED.

South Africa.

POSTS AND TELEGRAPHS INDENTS.

The Canadian Trade Commissioner in Cape Town, Mr. W. J. Egan, has forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, copies of indents Nos. 192, 193, and 195, issued by the Department of Posts and Telegraphs of the Union of South Africa, and recently transmitted to the High Commissioner for South Africa in London. The requirements represented in these indents include such items as detectors, galvanometers, perforators, receivers, relays, sounder switches, megohms, bells, boxes, condensers, counters, frames, protectors, pushes, rosettes, switchboards, test sets, artificial telephone cable; miscellaneous parts for the following: Testboards, G. and I. valves, Morse inker (Sissens pattern), Keys D.C., Gell perforator, Kleinschmidt perforators, Wheatstone perforator, Creed printer, protectors C. and M. (B.P.O. pattern), Creed receiver, Wheatstone receiver, relays (P.O. standard polarized), Rheostats (B.P.O. pattern), Wheatstone transmitters, and wireless apparatus; also badges, buttons, crowns (gold), caps, covers, drab, drill, helmets, jerseys, Melton cloth (scarlet), tunics, and trousers. The indents may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. (Refer File No. 18271.)

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Terminal Elevators, Interior Terminal Elevators, and Public Elevators in the East.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending June 20, 1919.	Wheat	Oats.	Barley	Flax.	Rye.	Totals
	Bushels.	Bushels.	Bushels	Bushels.	Bushels.	Bushels
Fort William—						
C.P.R.	257,301	367,864	118,978	217	44,797	789,157
Consolidated Elevator Co.	16,906	44,422	43,987	29,586	2,735	137,636
Empire Elevator Co.	15,515	134,982	27,041	12,672	4,208	194,418
Ogilvie Flour Mills Co.	231,741	41,760	51,634		1,657	326,792
Western Terminal Elevator Co.	11,541	45,451	14,234	24,296	1,482	97,004
G. T. Pacific	182,953	313,290	42,423	22,141	5,047	565,854
Grain Growers' Grain Co.	13,450	453,419	98,993		25,197	591,059
Fort William Elevator Co.	8,813	264,690	19,527	13,404	3,786	310,220
Eastern Terminal Elevator Co.	41,111	46,747	3,295		10,554	101,707
Northwestern Elevator Co.	20,313	36,063	19,824			76,200
Port Arthur—						
Port Arthur Elevator Co.	370,531	754,540	156,359		70,755	1,352,185
Sask. Co-operative Elev.	173,081	190,102	43,459	46,547	18,044	471,233
Canadian Government Elevator.	150,767	182,950	31,525	20,813	13,000	399,055
Can. Govt. Elev., acct. Imp. Govt.				62		62
Thunder Bay.	179,176	399,662	25,066	7,964	4,398	616,266
Davidson & Smith.	59,017	107,717	47,704		7,313	221,751
Eastern-Richardson.	151,629	48,289	20,459	14,082	130,431	364,890
Total Terminal Elevators	1,883,845	3,431,948	764,508	191,784	343,404	6,615,489
Saskatoon Can. Govt. Elevator	245,231	573,526	62,880	1,300	14,501	887,438
Moosejaw Can. Govt. Elevator.	349,384	281,158	26,860	4,348	1,763	667,185
Calgary Can. Govt. Elevator.	412,863	167,055	27,959	516	12,272	623,981
Vancouver Can. Govt. Elevator	4,071	84,072		220		88,363
Total Interior Terminal Elevators.	1,011,549	1,105,811	117,699	6,384	25,524	2,266,967
Depot Harbour	3,499					3,499
Midland—						
Aberdeen Elevator Co.	149,576	37,228				186,804
Midland Elevator Co.	815,840	359,713			106,373	1,281,927
Tiffin, G.T.P.	466,338	31,952	5,000			503,290
Port McNicoll.	1,334,636	201,120	147,216		6,504	1,689,476
Collingwood						
Goderich—						
Elevator & Transit Co.	734,063	164,125	31,782			929,970
West Can. Flour Mills Co., Ltd.	580,150					580,150
Kingston—						
Montreal Transportation Co.						
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator.	695,272		50,156			745,428
" Maple Leaf Mill'g Co., Ltd			Not reported.			
Prescott						
Montreal—						
Harbour Commissioners No. 1.	765,249	36,156	1,107,154			1,908,559
" " No. 2.	731,935	146,454	551,665			1,430,054
Montreal Warehousing Co.	477,583	13,692	831,960			1,323,235
Ogilvie Flour Mills Co., Ltd.	739,514	419	17			739,950
Quebec Harbour Commissioners.	1,051,418	16,059				1,067,477
West St. John, N.B.	527,107	11,644	51,594			590,345
Halifax, N.S.	249,365					249,365
Total Public Elevators.	9,321,546	1,018,562	2,776,544		112,877	13,229,529
Total quantity in store.	12,216,940	5,556,321	3,658,751	198,168	481,805	22,111,985

†Corn.

**Grades of Canadian Wheat, Oats, Barley and Flax in Store at Terminal Elevators,
Interior Terminal Elevators, and at Public Elevators in the East for the Week
ended June 20, 1919.**

Grades.	For Account of Imperial Government	Terminals.	Interior Terminal Elevators	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels	Bushels.
Wheat—					
No. 1 Hard.....			44,840		44,840
No. 1 Northern.....		85,969	688,688	3,567,751	4,342,408
No. 2 ".....		129,283	159,708	1,210,144	1,499,135
No. 3 ".....		300,909	74,893	1,450,787	1,826,589
No. 4 Wheat.....		446,167	9,454	1,201,361	1,656,982
No. 5 ".....		259,548	7,438	723,770	990,756
No. 6 ".....		459,003		529,241	988,244
Other.....		202,965	26,528	638,492	867,986
Totals.....		1,883,845	1,011,549	9,321,546	12,216,940
Oats—					
No. 1 C. W.....		2,701			2,701
No. 2 ".....		336,056	55,852	301,578	693,486
No. 3 ".....		517,198	88,451	187,752	793,401
Ex. No. 1 Feed.....		458,181	246,654	102,893	807,728
No. 1 Feed.....		368,842	296,215	160,365	825,422
No. 2 ".....		1,456,576	352,757	175,059	1,984,392
Other.....		292,394	65,882	90,915	449,191
Totals.....		3,431,948	1,105,811	1,018,562	5,556,321
Barley—					
No. 3 extra C. W.....				1,235	1,235
No. 3 C. W.....		201,810	32,627	1,187,898	1,422,335
No. 4 ".....		253,534	50,117	1,271,672	1,575,323
Feed.....		76,683	13,393	38,471	128,547
Rejected.....		119,877	16,019	272,895	408,781
Other.....		112,604	5,543	4,383	122,530
Totals.....		764,508	117,699	2,776,544	3,658,751
Flax—					
No. 1 Northwestern Canada.....	62	106,921	3,145		110,128
No. 2 C. W.....		53,526	1,280		54,806
No. 3 ".....		24,287	1,069		25,356
Rejected.....			56		56
Other.....		6,988	595		7,583
Imp. Govt.....			239		239
Totals.....	62	191,722	6,384		198,168
Rye—					
No. 1 C. W.....		4,576			4,576
No. 2 ".....		244,887	12,272	56,515	313,674
No Grade.....		10,309			10,309
Rejected.....		37,375		15,067	52,442
Other.....		46,257	1,763	41,295	89,315
Totals.....		343,404	14,035	112,877	470,316
Corn.....			11,489		11,489
Total quantity in store.....		6,615,489	2,266,967	13,229,529	22,111,985

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Canadian Wheat and other Grain in Store at Terminal Elevators, Interior Terminal Elevators and Public Elevators in the East, on June 20, 1919, with comparisons for five years.

	Wheat.	Other Grain.	Totals.
	Bushels.	Bushels.	Bushels.
<i>June 20, 1919—</i>			
Terminal elevators	1,883,845	4,731,644	6,615,489
Interior terminals.....	1,011,549	1,255,418	2,266,967
Public elevators in the East.....	9,321,546	3,907,983	13,229,529
Total.....	12,216,940	9,895,045	22,111,985
<i>June 21, 1918—</i>			
Terminal elevators.....	1,128,960	6,076,577	7,205,537
Interior terminals.....	305,366	1,502,215	1,807,581
Public elevators in the East.....	3,754,264	8,371,570	12,125,834
Total.....	5,188,590	15,950,362	21,138,952
<i>June 22, 1917—</i>			
Terminal elevators.....	6,642,709	7,129,893	13,772,602
Interior terminals.....	1,773,128	674,189	2,447,317
Public elevators in the East.....	4,370,108	8,786,891	13,156,999
Total.....	12,785,945	16,590,973	29,376,918
<i>June 23, 1916—</i>			
Terminal elevators.....	14,830,233	5,955,994	20,786,227
Interior terminals.....	1,797,526	479,054	2,276,580
Public elevators in the East.....	7,156,715	7,169,819	14,326,534
Total.....	23,784,474	13,604,867	37,389,341
<i>June 24, 1915—</i>			
Terminal elevators	2,696,852	2,525,134	5,221,986
Interior terminals.....	174,705	280,135	454,840
Public elevators in the East.....	1,594,366	1,921,050	3,515,416
Total.....	4,465,923	4,726,319	9,192,242
<i>June 25, 1914—</i>			
Terminal elevators.....	4,028,375	4,473,088	8,501,463
Public elevators in the East.....	3,707,242	6,403,858	10,111,100
Total.....	7,735,617	10,876,946	18,612,563

MANCHURIA A MARKET FOR OIL MILLS.

Manchuria is not only the home of the soya bean, but it is a growing market for oil mills for crushing the beans, says the *British Export Gazette*. So far most of those imported are of small type, but the mere fact that in the vicinity of Mukden alone there are about one hundred such mills, and that in other parts of the country there are probably quite as many more, indicates the value of this market. At Newchwang there are eight mills, but these include 400 presses which turn out upwards of two million pounds of oil and 54 million pounds of bean cake monthly.

**Quantity of United States Grain in Store at the Public Elevators in the East for
the week ending June 20, 1919.**

	Wheat.	Oats.	Corn.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
G. T. P., Tiffin, Ont.			*41,950	*44,950
Aberdeen Elevator, Midland, Ont.		85,074		85,074
Quebec Harbour Commissioners, Quebec.	3,127			3,127
Harbour Commissioners No. 1, Montreal, Que.	3,128			3,128
Harbour Commissioners No. 2, Montreal, Que.	1,564		2,212	3,776
Port McNicoll, C. P. R.		39,264		39,264
Midland Elevator Co., Midland, Ont.		600,602		600,602
Total.	7,819	724,940	{ *44,950 2,212 }	779,921

* Rye.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, or THE SECRETARY OF THE BOARD OF TRADE AT LONDON, TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER. VICTORIA, WINNIPEG, EDMONTON, CALGARY, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, WINNIPEG, the CHAMBRE DE COMMERCE DE MONTREAL, and the BORDER CHAMBER OF COMMERCE, WINDSOR, ONT.

Please Quote the Reference Number when requiring Addresses.

1519. **Wood shanks.**—A Midlands company wishes to place orders for regular supplies of wood shanks as used by boot and shoe manufacturers, and invites quotations from Canadian manufacturers. Samples available at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

1520. **Barytes.**—A Liverpool firm ask for the names of Canadian exporters of barytes.

1521. **Box boards.**—A British firm requiring large quantities of box boards wish to secure Canadian quotations for folding box boards. This firm have been in the habit of selling large quantities of Dutch strawboard and would like to replace it by supplies made within the British Empire. They would be glad to have samples of Canadian strawboard with lowest price c.i.f. London, Manchester, Bristol and Liverpool per ton of 2,240 pounds, also particulars as to machine width, substance and time required for delivery.

1522. **Food commodities.**—A correspondent who states he covers the whole of Ireland dealing only with firms of good financial standing, desires to get in touch with Canadian firms offering food commodities, etc., suitable for Great Britain and Ireland.

1523. Pulp.—An English dealer in pulp who has for years acted as agent for Scandinavian pulp companies wishes to get Canadian pulp, both mechanical and sulphite.

1524. Timber and metals.—A firm of importers, forwarding agents and steamship agents with branches in Geneva, Savona, Genoa, Spezia and Leghorn, would like to communicate with Canadian exporters of timber and metals.

1525. Leather.—A Swiss firm wish to secure agency for Switzerland for boot leather, sole leather and particularly upper leather.

1526. Export to South Africa.—A Johannesburg firm wish samples of lines suitable for export or which are now being exported to the South African market.

1527. Preserves and pickles.—A Paris firm wish to secure samples and prices of lines suitable for export or which are now being exported to France, and are particularly desirous of securing the agency of a Canadian manufacturer of preserves and pickles.

1528. Boots, shoes and slippers, clothing, etc.—A London firm wish to secure samples and prices and agencies, if possible, of boots, shoes and slippers, clothing, underwear, socks and stockings.

1529. Seeds.—A French buyer of Alsike clover seeds, white clover, and all kinds of graminaceae (Canada blue grass or wire grass, timothy, meadow fescue, etc.), would like to get in touch with Canadian firms who could supply such seeds.

1530. Fish.—An important Paris importing and exporting house wish to import into France Canadian fish and would like all information possible on subject at once.

1531. Pianos.—A Roubaix house wants to import Canadian pianos.

1532. Frozen fish.—A fisherman and merchant of Marseilles wants to get into touch with Canadian exporters of frozen fish with a view to introducing it to his clientele, and could anticipate handling 100 tons a month for a start.

1533. Wood-pulp.—Paris merchant stating he can guarantee a good market, wishes to obtain exclusive agency for Canadian wood-pulp for paper.

1534. Representation.—Important French company having offices and connections throughout France, colonies, and Far East, desires to enter into correspondence with Canadian manufacturers of refrigerated beef, condensed milk, butter, dried fruits, jams, glucose, in order to place the Canadian product direct from factory to consumer or the immediate distributor to consumer, thus eliminating the middleman.

1535. Canned fish, condensed milk.—A Havre concern desire to open correspondence with Canadian producers of canned fish and condensed milk; must have samples.

1536. Boots and shoes.—A French dealer, already importer of Canadian shoes, desires to enter into correspondence with manufacturers in order to handle all classes of boots and shoes. Would be open to handle propositions of consignment for sale. House established in Rheims sixty years ago.

1537. Dried fruits.—An agent in Paris wishes to handle dried fruits on large scale.

1538. Rags and wood-pulp.—A Paris merchant wants to import rags for paper-making, rags for shoddy (woollens), wood-pulp, into France from Canada.

1539. Lumber.—A Paris merchant wishes to import lumber from Canada.

1540. Net bags, nets.—An agent in Paris wishes to secure representation of Canadian manufacturers of net bags for women going marketing. These bags are used all over France, even by men, who carry provisions in them from markets to home. Also deals in nets, to cover goods and fish nets.

1541. Cereals.—Paris merchant wishes to get into touch with Canadian exporters of cereals, flour, grain, hay, fodder, oil-cake, bran, forage, potatoes, apples for cider, eating apples, and oleaginous grain.

1542. Silks and woollens, etc.—An officer of the French army about to be demobilized, wishes to get into touch with Canadian manufacturers of artificial silk goods, woollen and other manufactured goods, who desire to be represented in France

and who anticipate opening agency for that purpose. Speaks English, before war was publicity agent for important commercial paper in Paris, and is in good position to obtain results.

1543. **Jams and apples.**—An importer of jams and apples in Paris wishes to get into correspondence with Canadian exporters.

1544. **Pencil cedar.**—A firm in Tokyo, interested in the manufacture of pencils, would be glad to receive samples and quotations on the best quality of Canadian pencil cedar, similar to that used in the manufacture of pencils in the United States and Canada.

1545. **Bone.**—A large manufacturer of tooth brushes in Japan is anxious to obtain samples of bone used for the manufacture of tooth brush handles. Prices and full information is desired.

1546. **Salted rock salmon.**—One of the most important importers of food products into Japan has made an inquiry for Canadian salted rock salmon; c.i.f. prices Yokohama, are desired. Payment will be made through the Hong Kong and Shanghai Banking Corporation, in exchange for documents at sight.

1547-1549. **Apples.**—Three Hull firms are interested in selling offers of car lots of box and barrel apples.

1550. **Greaseproof and kraft brown paper.**—A Liverpool firm are in a position to place orders for the above in lots of two to ten tons of each kind.

1551. **Cheese.**—A Liverpool firm ask to be placed in communication with Canadian exporters who will supply them direct.

1552. **Butter.**—A Liverpool firm ask to be placed in touch with exporters of the above.

1553. **Condensed milk.**—A Liverpool firm are prepared to act as distributors of condensed milk.

1554. **Rubber-tired perambulator wheels.**—A Liverpool firm make inquiry for rubber-tired perambulator wheels.

1555. **Wooden wheels.**—A Liverpool firm make inquiry for wooden wheels for toy manufacture.

1556. **Hammer handles.**—A Sheffield firm make inquiry for hammer handles.

1557. **Felling axes and carpenters' hammers.**—A Sheffield firm ask to be placed in touch with exporters of felling axes and carpenters' hammers.

1558. **Bulk condensed milk.**—A Liverpool importer would like to get in touch with exporters prepared to supply condensed milk, 40 per cent sugar, packed in 28-pound tins, four tins in a case. If prices are competitive, he can dispose of 2,000 to 3,000 tons.

1559. **Milk powder.**—A Liverpool firm make inquiry for soluble dry separated or skimmed milk powder.

1560. **Lumber.**—An important firm at Sestri Ponente, Genoa, wish to hear from Canadian houses desirous of exporting lumber to Italy suitable for the construction of railway cars.

1561. **Representation.**—A firm at Milan whose directorate includes well-known Italian business men, desire to enter into negotiation with Canadian export houses for general representation in Italy.

1562. **Meat boxes.**—One of the largest packing houses in the Argentine Republic are open to import meat boxes from Canada. The dimensions for the five principal types used by this company, with further particulars, are given on page 1226 of this *Bulletin*.

1563. **Meat boxes.**—A large English freezing establishment in Buenos Aires which specializes in corned beef, is prepared to consider quotations on two different sized boxes. Dimensions and full particulars are given on page 1226 of this week's *Bulletin*.

1564. **Box shooks.**—A company in Buenos Aires owning two large plants, at present using poplar shooks made locally, are prepared to consider quotations for shooks made in the sizes stated on page 1227 of this week's *Bulletin*.

1565. **Spring-making machinery.**—A firm of manufacturers in Ireland who are going into the business of making upholstery springs would like to secure in Canada automatic spring-making machines.

1566. **Wood-pulp.**—A London firm who are large buyers of wood-pulp would like to have offers and samples c.i.f. England. Terms cash against documents and usual sale conditions. They buy all grades of wood-pulp.

1567. **Paper.**—A firm in Port Elizabeth, South Africa, desire to establish business connections with a firm in a position to act as their Canadian agent. They also desire samples and quotations on paper and paper bags.

1568. **Potatoes.**—A firm in Santiago de Cuba desire to correspond with some reliable growers and shippers of potatoes.

1569. **Sulphate of copper.**—A manufacturer of Nice, France, has inquired for quotations on various grades of sulphate of copper.

1570. **Wood shanks.**—A firm in Leicester, England, wish to place orders for regular supplies of wood shanks as used by boot and shoe manufacturers, and invite quotations from Canadian manufacturers.

1571. **Machinery and implements.**—A firm in Christiania, Norway, desire addresses, catalogues and prices from Canadian firms able to deliver agricultural machines including mowers, binders, harrows, blows, haytedders, etc. This firm, established in 1872, advise that it is the only importer of these goods in Norway.

1572. **Lumber, inlaid floors, sanitary and kitchen outfits etc.**—A company in Christiania, Norway, with New York office, desire to establish connections with reliable firms in Canada exporting fine qualities of lumber, inlaid floors, sanitary outfits, heating system hardware, special kitchen outfits, and other articles to complete private buildings and factories. This firm propose to open branches in Finland, Denmark and Sweden.

1573. **Agency.**—A firm of commission agents in Copenhagen, Denmark, desire to establish connections with Canadian firms who wish to be represented by a first-class agency firm.

1574. **Paper tissues, envelopes.**—A firm in London, England, desire to establish connections with a Canadian paper mill able to manufacture certain tissues for carbonizing, weights 4, 5, 6, 7 and 10 pounds, double crown substance, must be free from pinholes and usually made on 60-inch width reels. Estimate 100 to 200 tons per annum if quality and price o.k. Samples may be had from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. This firm also desire to hear from Canadian mills not represented in London, capable of turning out manillas and other classes of envelopes.

1575. **Canned fruits and vegetables, mica and asbestos, spruce boxboards, pit-props.**—A firm in London, England, desire to establish connections with Canadian shippers of canned fruits and vegetables, mica and asbestos, spruce boxboards (from the province of Quebec), and pit-prop exporters on the Atlantic coast who can ship direct to South Wales ports.

1576. **Fireproof porcelain.**—A firm of manufacturers of Birmingham, England, manufacturers of fireproof porcelain for gas and electric heaters, desire to correspond with Canadian importers.

1577. **Timber and paper, church candles.**—Agents and brokers in timber and paper, Dublin, Ireland, desire to correspond with Canadian firms in a position to supply with a view to acting as their agents for a direct trade between Canada and Ireland. This firm also desire the names of manufacturers of church candles, and are in a position to quote on white beeswax, c.i.f. Canadian ports.

1578. **Agencies.**—A commission agent of Copenhagen, Norway, desires to take up agencies on a commission basis for Canadian exporters. He handles every kind of product.

1579. **Douglas fir.**—An important firm in Lourenco Marques, Portuguese East Africa, are in the market for the following specification for No. 1 merchantable

British Columbia pine, and invite offers from regular British Columbia exporters. This specification might be increased proportionately:—

About 40 stds., 3 by 9 inches.

" 40 " 3 by 12 "

" 40 " 4 by 12 "

" 35 " 6 by 6 "

" 35 " 6 by 9 "

" 35 " 8 by 8 "

" 100 " 9 by 9 "

" 10 " 10 by 10 "

" 100 " 12 by 12 "

" 100 " 12 by 12 "

" 40 " 14 by 14 "

" 40 " 16 by 16 "

1580. **Paper.**—A printer in Saint-Lo (Manche), France, wishes to get in touch with Canadian paper manufacturers desirous of having an agent in France.

1581. **Representation.**—A native of France who fought in the French army throughout the war and came to Canada when he got his discharge, desires to make arrangements to represent Canadian manufacturers in France. He is thoroughly acquainted with the northern regions of France and Belgium, and is conversant with the various kinds of agricultural implements needed in both France and Belgium. He would particularly like to represent manufacturers of agricultural implements, but would be willing to take up representation of other lines of manufactures. Can furnish the best of references.

1582. **Food products, manufactured goods.**—A Belgian firm handling food products and manufactured goods wishes to get in touch with exporters of Canadian products.

1583. **Representation.**—A firm in Malines, Belgium, wishes to get into communication with Canadian exporters of chocolates and cocoa, baking powder, jam, marmalade, butter and eggs, condensed milk, ham.

1584. The manager of an old-established importing firm in Sydney, N.S.W., is visiting the United States and Canada with a view to making arrangements to secure supplies of the following kind of goods: Furniture of all kinds which can be shipped knocked down or folded flat, including chairs, camp beds and stretchers, music stools, bureaus, office furniture, tables, folding go-carts; also refrigerators, carpet sweepers, furnishing dry goods, aluminium and enamelled ware, electro-plate, cutlery, hardware for cabinetmakers and upholsterers, such as handles, locks, castors, springs, etc.

1585. **Gramophones, novelties, toys.**—A representative of an Australian house is visiting Canada with a view to securing agencies for gramophones, novelties, toys branded or special goods of all kinds.

1586. **Representation.**—An English business man acquainted with the Chinese language who acted as Chinese interpreter in France during the war, is about to return to China, where he lived for five years. He is now in Canada and would like to make arrangements to represent Canadian manufacturers in that country. Highest references regarding character and business experience.

1587. **Representation.**—A Peruvian firm having four branches in Peru and an office in New York and operating its own vessels on the Peruvian coast, with a force of travelling salesmen who cover the whole of Peru continually, would like to get in touch with Canadian manufacturers. This firm has a large capital and carries on its business on an extensive scale. The New York office is prepared to attend to the clearing of shipments. Any information desired regarding market conditions, credit terms, etc., will be given.

1588. Two representatives of an important co-operative association of farmers in South Africa are about to visit Canada for the purpose of securing agencies and would like to meet interested Canadian manufacturers.

1589. **Hardware.**—A London firm of import and export merchants wish to secure the agency of Canadian manufacturers of wire nails, sheet metal building materials, carpenters' tools, sanitary fittings, lamp and gas fittings, etc.

1590. **Piano actions and keys.**—A London firm of piano manufacturers and dealers desire the addresses of Canadian manufacturers of piano actions and keys.

1591. **Lubricators.**—Inquiry is made for the addresses of Canadian firms manufacturing Stauffer pattern lubricators in all classes of metal.

1592. **Flour and mill offals.**—A London company of commission merchants are desirous of securing the agency of Canadian firms of millers, for the sale of flour and mill offals in the United Kingdom, and France, Belgium and other continental countries in which they maintain agencies.

1593. **Cigarette carton boards.**—An Irish company wish to place substantial orders for cigarette carton boards, and invite samples and quotations from Canadian manufacturers of the material.

1594. **Oil-cake and meal.**—A London company ask for the addresses of Canadian manufacturers of oil-cake and meal from whom supplies can be purchased.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

1 **R.S.**—A soldier of the C.E.F. is returning to Bristol, England, and would be glad to secure Canadian agencies for that city.

2 **R.S.**—Returned Canadian officer in good financial standing and knowledge of existing conditions in England, wishes to act on a strictly commission basis as manufacturers' agent for Canadian firms who are in a position to export and desire access to the British and continental markets. Representation is especially sought from firms manufacturing builders' hardware, roofing materials, doors, sashes, linings, hardwood flooring, paints, nails, bolts, rivets, nuts, hinges, lead products, lumbering tools, emery and corundum wheels and mica.

3 **R.S.**—Returned Canadian officer is in a position to act as manufacturers' agent on straight commission basis for Canadian firms who desire representation in England and Europe. Financial standing sound and business connection good. Would be glad to hear from manufacturers desiring to export dairy machinery and equipment, cream separators, woodenware, enamelware, kitchen utensils, brooms, brushes, baskets, crates, box shooks, boxes, also maple products, dried fruits, desiccated vegetables, canned fish, disinfectants, polishes and dressings for boots and shoes.

4 **R.S.**—Officer (Canadian) returned from France and Italy desires representation of Canadian firm or firms in either country. Large openings for foodstuffs and lumber. Competent in languages. Some relations established among officers, etc., while on active service. References will be supplied.

5 **R.S.**—A Scotch engineer who served as an officer for over four years with the Canadian forces in France, proposes to return to France and Belgium as representative of a group of manufacturers. Speaks and writes French perfectly. Has influential friends in France. Any manufacturer wishing to join in such a group should communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

6 **R.S.**—An experienced Canadian business man who had the rank of lieutenant-colonel in the Canadian army overseas, proposes to establish himself in London as a commission merchant. He would be glad to get in touch with Canadian manufacturers who require representation in the United Kingdom.

7 **R.S.**—A Canadian soldier recently returned from France proposes to take a trip to Japan in July. He would like to arrange with a group of Canadian manufacturers to act as their representative.

8 **R.S.**—A returned soldier formerly engaged with one of the banks of Canada is about to establish an agency for Canadian manufacturers in Bucharest, Roumania. He has made arrangements with several important Canadian manufacturers to represent them and would like to get additional agencies.

9 **R.S.**—A returned officer of the Canadian Expeditionary Force is leaving for England shortly and wishes to get in touch with manufacturers who wish to introduce their products in the British markets. He is particularly interested in broom and tool handles, cereals and foodstuffs.

PROPOSED SAILINGS FROM CANADIAN PORTS.

Subject to change without notice.

From Montreal.

MONTREAL TO LIVERPOOL.

Scandinavian, C.P.O.S. Line, about July 6; *Minnedosa*, C.P.O.S. Line, about July 7; *Grampian*, C.P.O.S. Line, about July 8; *Metagama*, C.P.O.S. Line, about July 9; **Empress of Britain*, C.P.O.S. Line, about June 12; *Megantic*, White Star-Dominion Line, about July 12; *Canadian Ranger*, Can. Govt. Merchant Marine, Ltd., about July 15; *Corsican*, C.P.O.S. Line, about July 17; *Rimouski*, White Star-Dominion Line, about July 25.

* Sails from Quebec.

MONTREAL TO LONDON.

Inkula, Cunard Line, about July 5; *Cornish Point*, C.P.O.S.-Furness Line (Furness), about July 10; *Verbania*, Cunard Line, about July 8; *Batsford*, C.P.O.S.-Furness Line (C.P.O.S.), about July 10; *War Peridot*, C.P.O.S.-Furness Line (C.P.O.S.), about July 17; *Mattawa*, C.P.O.S.-Furness Line (C.P.O.S.), about July 18; *Hambleton Range*, C.P.O.S.-Furness Line (Furness), about July 23; *Mendip Range*, C.P.O.S.-Furness Line (Furness), about July 30.

MONTREAL TO ANTWERP.

War Beryl, C.P.O.S.-Furness Line (C.P.O.S.), about July 30.

MONTREAL TO GLASGOW.

Saturnia, Anchor-Don. Line, about July 5; *Cassandra*, Anchor-Don. Line, about July 15; *Holbrook*, C.P.O.S. Line, about July 16; *Montcalm*, C.P.O.S. Line, about July 23.

MONTREAL TO AVONMOUTH DOCK (BRISTOL).

Dominion, Dominion Line, about July 3; *Monmouth*, C.P.O.S. Line, about July 13; *Sardinian*, C.P.O.S. Line, about July 19; *Copenhagen*, Cunard Line, about July 19.

MONTREAL TO MANCHESTER.

Manchester Division, Manchester Liners, about July 7; *Manchester Brigade*, Manchester Liners, about July 8; *Manchester Mariner*, Manchester Liners, about July 19.

MONTREAL TO HULL.

Sidlaw Range, Furness Line, about July 10.

MONTREAL TO LEITH.

Cairndhu, Thomson Line, about July 18.

MONTREAL TO DUBLIN.

Fanad Head, Head Line, about July 20.

MONTREAL TO BELFAST.

Ballygally Head, Head Line, about July 18.

MONTREAL TO ST. NAZAIRE (FRANCE).

Alston, Can.-French Line, about July 3.

MONTREAL TO HAVRE (FRANCE).

A Steamer, Canadian-Trans-Atlantique Line, about July 4.

MONTREAL TO BUENOS AIRES AND MONTE VIDEO.

**Canadian Miller*, Can. Govt. Mer. Marine, Ltd., about July 5.

* Sails to Buenos Aires only.

MONTREAL TO SOUTH AFRICA.

Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay.

Kwarra, Elder-Dempster Line, about July 10; *New Brunswick*, Elder-Dempster Line, about July 25.

MONTREAL TO AUSTRALASIAN PORTS.

Melbourne, Sydney, Auckland, Wellington, Lyttleton and Dunedin (Port Chalmers).

Waipara, New Zealand Shipping Co., about July 12; *Kumara*, New Zealand Shipping Co., about July 25.

MONTREAL TO BARBADOS, TRINIDAD AND HAVANA (CUBA).

Canadian Warrior, Can. Govt. Merchant Marine, Ltd., about July 12.

From Halifax.

HALIFAX TO BERMUDA, ST. KITTS, ANTIGUA, MONTSERRAT, DOMINICA, ST. LUCIA, BARBADOS,
ST. VINCENT, GRENADA, TRINIDAD AND DEMERARA.

Caraquet, Royal Mail Steam Packet Co., about July 11.

From Vancouver and Victoria.

VANCOUVER AND VICTORIA TO LIVERPOOL.

Crown of Galicia, Harrison Direct Line, about July 10.

From Victoria.

VICTORIA TO UNITED KINGDOM PORTS (VIA PANAMA CANAL).

Astyanax, Blue Funnel Line, about July 30.

VICTORIA TO YOKOHAMA, KOBE, HONG KONG AND MANILA.

Cyclops, Blue Funnel Line, about July 10.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, MANILA AND HONG KONG.

Africa Maru, Osaka Chosen Kaisha, about July 9.

VICTORIA TO YOKOHAMA, KOBE, NAGASAKI, SHANGHAI AND HONG KONG.

Kashima Maru, Nippon Yusen Kaisha, about July 12.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

CANADIAN TRADE COMMISSIONERS.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46. Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

Acting Canadian Government Trade Commissioner, 501 and 502 Antigua, Casa de Corres, Teniente Rey 11, Havana. *Cable Address, Cantracom.*

France.

Philippe Roy, Commissioner General of Canada, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

Ph. Geleerd, Acting Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, 53 Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

Siberia.

L. D. Wilgress, Canadian Government Trade Commissioner, Suifunskaya street 10, Vladivostok. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Norwich Union Buildings, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. Forsyth Smith, Acting Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs., 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums*

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:

Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:

Valparaiso, British Consul General.

Colombia:

Bogota, British Consul General.

Ecuador:

Quito, British Consul General.
Guayaquil, British Consul.

Egypt:

Alexandria, British Consul General.

France:

Havre, British Consul General.
Marseilles, British Consul General.

India:

Calcutta. Director General of Commercial Intelligence.

Italy:

Genoa, British Consul General.
Milan, British Consul.

Mexico:

Mexico, British Consul General.

Netherlands:

Amsterdam, British Consul.

Panama:

Colon, British Consul.
Panama, British Vice-Consul.

Peru:

Lima, British Vice-Consul.

Portugal:

Lisbon, British Consul.

Spain:

Barcelona, British Consul General.
Madrid, British Consul.

Sweden:

Stockholm, British Consul.

Switzerland:

Geneva, British Consul.

Uruguay:

Monte Video, British Vice-Consul.

Venezuela:

Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows:

H.M. Trade Commissioner,
McLeod House, 28 Dalhousie Square,
Calcutta, India.

Additional addresses will be given as appointments are made.

PUBLICATIONS OF THE DEPARTMENT OF TRADE AND COMMERCE.

- Report of the Department of Trade and Commerce.** (Annual.)
Report re Mail Subsidies and Steamship Subventions. (Annual.)
Report of Board of Grain Commissioners for Canada. (Annual.)
Rules and Regulations made by Board of Grain Commissioners. (Annual.)
List of Licensed Elevators, etc. (Annual.)
Grain Inspection in Canada.
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.
Supplements to Weekly Bulletin:
Trade of China and Japan.
The German War and its relation to Canadian Trade.
Handbook for Export to South America.
Commercial Intelligence Service.
Toy Making in Canada.
The Timber Import Trade of Australia
Patent Office Record. (Monthly.)
Rules and forms of the Canadian Patent Office.
Canada and the British West Indies. (1915.)
Canada the Country of the Twentieth Century (1915) \$1.00.
Handbook for Export to South America (1915).
Trade with China and Japan. (1914.)
Export Directory of Canada (1915).
Review of Commercial Intelligence Service. (1916.)
Quantities of Grain in store in all Elevators in Canada (except Country Elevators) with grades. (Published Weekly.)
Number of Cars of Grain inspected in Western Inspection Division. (Monthly.)
Receipts and Shipments of Grain at Fort William and Port Arthur. (Monthly.)
Food Inspection Bulletins.
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.

Bureau of Statistics.

- The Canada Year Book.**
Monthly Bulletin of Agricultural Statistics.
Annual Report of the Trade of Canada.
Monthly Report of the Trade of Canada.
Monthly Report of Census, Statistics, etc.
Bulletins of the Fifth Census of Canada, 1911:
Vol. I, 1912, Areas and Population by Provinces, Districts and Sub districts with Introductions, etc. (Out of print.)
Vol. II, 1912, Religions, Origins, Birthplace, Citizenship, etc.
Vol. III, 1913, Manufacturers, 1911.
Vol. IV, Census of Canada.
Vol. V, Forest, Fishery, Fur, etc.
Vol. VI, Occupations.
Population and Agriculture (Prairie Provinces.) (1916.)
Postal Census of Manufacturers. (1916.)
Criminal Statistics, 1916.
Special Report on Foreign Born Population.
Report on Production of Creameries and Cheese Factories, 1915 1916.

391383
 Gov.Doc. Canada. Trade and Commerce, Dept.of
 Can Commercial intelligence journal.
 T Vol.20.

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